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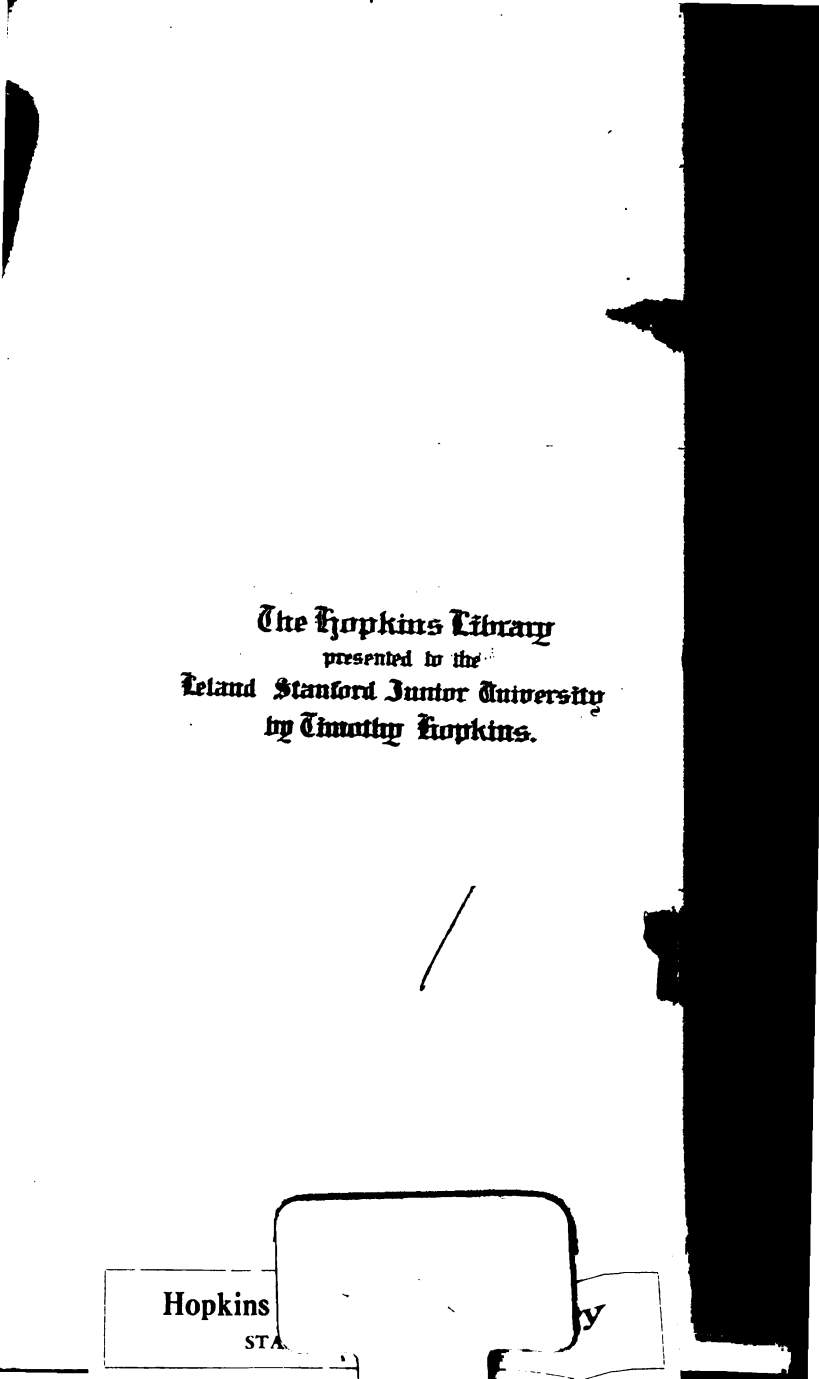

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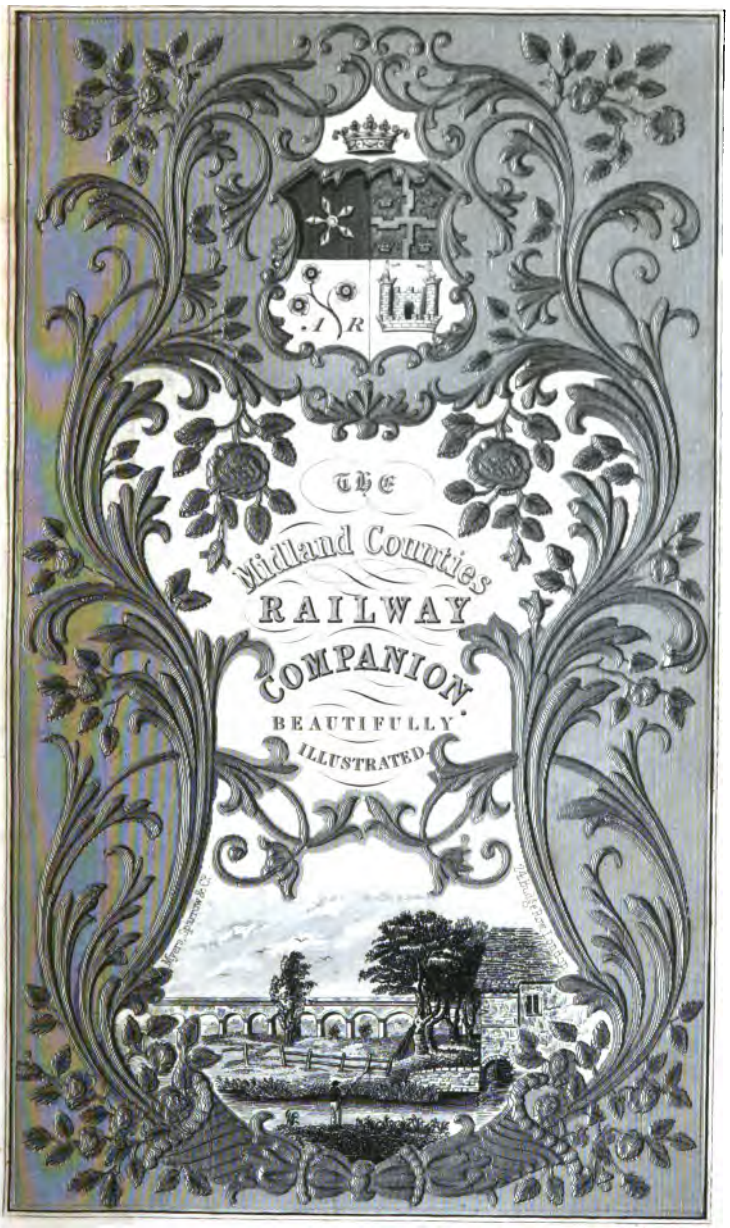

PUBLISHED BY R. ALLEN, NOTTINGHAM & E. ALLEN LEICESTER.

THE

MIDLAND COUNTIES'

RAILWAY COMPANION,

WITH

TOPOGRAPHICAL DESCRIPTIONS

OF THE COUNTRY THROUGH WHICH THE LINE PASSES;

AND

TIME, FARE, AND DISTANCE TABLES,

CORRECTED TO THE 24th AUGUST.

ALSO,

COMPLETE GUIDES

TO THE

LONDON AND BIRMINGHAM, AND BIRMINGHAM AND DERBY JUNCTION RAILWAYS.

NUMEROUS ILLUSTRATIONS.

PUBLISHED BY THE PROPRIETORS,

R. ALLEN, NOTTINGHAM, AND E. ALLEN, LEICESTER;

HAMILTON, ADAMS, AND CO. LONDON; PEART AND SON, BIRMINGHAM; BANCKS AND CO. MANCHESTER; GREAVES, SHEFFIELD; SMITH, DERBY; SMITH, LOUGHBOROUGH; STOTT, COVENTRY; ABBOTT, MARKET HARBOROUGH; SHORT, HINCKLEY; WOODWARD, LUTTERWORTH; DARLEY, BURTON-ON-TRENT; THOMPSON, TAMWORTH; DAY, MELTON; MASON, BELPER.

AND SOLD BY ALL BOOKSELLERS.

1840.

H2913

Entered at Stationers' Hall.

PRINTED BY R. ALLEN, AT THE ALBION OFFICES, NOTTINGHAM.

TO THE

DIRECTORS

OF THE

MIDLAND COUNTIES' RAILWAY,

THIS VOLUME IS

(BY PERMISSION)

RESPECTFULLY DEDICATED,

BY THEIR MOST OBEDIENT SERVANTS,

THE PUBLISHERS.

PREFACE.

The support which our last work of this description (the "Companion to the Nottingham and Derby line of Railway") received, coupled with the high encomiums which were passed upon it by the press, has emboldened us to launch another bark upon the troubled waters, and make a second attempt to secure in our favour the wind and tide of public opinion. The little skiff which last year issued forth, with its clear *sheets* and homely *figure-head*, has breasted gallantly the surge and the storm—the craft, which it was feared by many would be driven back into port a useless wreck, has with crowded canvass fulfilled its voyage and discharged its abundant cargo, while with strong assurance of success in another effort, it has returned home, and again with fresh stores puts off to try its luck once more. But not as before, does *she* (as sailors would say) creep unpretendingly from port—and as if in danger of being crushed by vessels of larger burthen, glide out upon the tide with scarce a sail unfurled. Nor are her dimensions of the same light character—our tight little craft, by steadiness and perseverance, completed her first voyage with the most uninterrupted success, and her owners have in consequence determined to try a larger venture. A smart frigate, fearing nought that has *yet* crossed, or may in future molest her path: with stouter bulwarks, and manned by a force of ten times the number used in the first effort, now issues from the stocks, with the support of a wide and varied circle of friends, whose kindness alone has ensured the impossibility of any loss arising from the undertaking. Incapable of fear, she gallantly breasts the puny waves which oppose themselves against her onward progress.

We have thus far likened our publication to a proud vessel just under weigh for a foreign land, a thought suggesting itself that it would not be an inapt simile, and might be more humorous than the general dry style of preface writing: but another, and a more pleasing duty, now claims our attention, viz.:—to tender our grateful acknowledgments to those kind friends who have interested themselves in enabling us to complete our undertaking.

To those gentlemen more immediately connected with the Railway, who have assisted us, we are particularly indebted for the means whereby we have obtained much valuable and correct information.

To Advertisers we cannot but express our deep sense of the obligations we owe, and for the truly valuable assistance they too have rendered us, but we regret that the publication has been delayed beyond the time of opening the Railway. By some of our friends we were advised to bring it out early—by others, to delay it until we could with some degree of confidence recommend it for its correctness—we have chosen the latter, and flatter ourselves that the delay will be fully recompensed by the additional information we have been enabled to obtain.

To the reader we would apologise should he detect any inaccuracies, which will be less an object of surprise when the nature of the work itself, is considered, and the kind of labour required, is understood. To some persons it may be matter of wonder that we have not mentioned *this* object, or described *that* occurrence—that we have neglected, in their eyes, the most material, and inserted the most trivial—but it must at the same time be borne in mind, that the individual who enters a place for the first time in his life, cannot be so well acquainted with its history or locality as an inhabitant, nor so accurate in his descriptions, but to the best of his ability the Author has fulfilled his task—he has noted down the main features and facts connected with his work, and has embodied them in the simplest possible style. To a mere uninterested reader the work may not possess much charm, but to the Railway traveller, who is unacquainted with the country through which he passes, it is confidently anticipated it will possess attractions such as few can boast of.

To the Press—that mighty engine, whose power is undisputed, and against whose justice it is in vain to struggle—we commit our work without fear, conscious that equity will be the ruling principle, whether it be matter for praise or censure; the honest critic, we feel assured, cannot fail to bear us out in every iota of the remarks of our preface.

On a discerning public, an indulgent reader, and a just, unbiassed Press, we therefore rely for that success which, we are led to anticipate, will be our portion: and trust that each and all will not feel themselves otherwise than warranted in giving their full support to our RAILWAY COMPANION.

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ENGRAVINGS

Map of the Line, on Copper .....by Harwood

ON STEEL.

Medallion Title, with Arms of the Company and View of the Viaduct over the Avon	Myers, Sparrow, & Co.	
	Artist.	*Engraver.*
Nottingham Station	Sammons.....	Radclyff
Leicester Ditto	Palmer	Ditto
Birmingham Ditto	Radclyff, jun.	Ditto

ON WOOD.

Beeston Station	Sammons	Branston
Clifton Hall	Ditto	Ditto
Long Eaton Station	Ditto	Ditto
Trent Bridge	Palmer	Vizetelly
Red Hill Tunnel	Sammons	Branston
Saint Ann's Church	Palmer	Vizetelly
Stanford Hall.....	Ditto	Ditto
Loughborough (view of)	Ditto	Ditto
Mountsorrel	Ditto	Ditto
Sileby	Ditto	Ditto
Humberstone Road Bridge	Ditto	Ditto
New Union Workhouse	Ditto	Ditto
Collegiate School.....		Ditto
Proprietary School	Dow	Ditto
News Room		Ditto
New County Lunatic Asylum....	Palmer	Ditto
Ullesthorpe Station	Ditto	Ditto
Rugby Inn	Ditto	Ditto
Repton Church and School	Webster.....	Branston
Foremark Hall	Ditto	Ditto
Burton-on-Trent	Ditto	Ditto
Drayton Manor (Sir R. Peel's)..	Ditto	Ditto
Anker Viaduct	Ditto	Ditto

DISTANCES

FROM TOWN TO TOWN

IN THE COUNTIES OF NOTTINGHAM, DERBY, LEICESTER, AND WARWICK.

INDEX OF DISTANCES FROM TOWN TO TOWN

IN THE

COUNTY OF NOTTINGHAM.

													Population.
	Bawtry, *Th*												1,149
Bingham	37	Bingham, *Th.*											1,738
Blyth	3	35	Blyth, *Wed.*										2,306
Mansfield	22	22	18	Mansfield, *Th.*									9,426
Newark**	28	11	25	20	Newark, *Wed.*								9,557
NOTTINGHAM**	36	10	32	14	18	NOTTINGHAM, *Wed.* and *Sat.*							50,680
Ollerton	21	19	17	8	14	18	Ollerton, *Fri*						658
Retford, East**	9	28	6	18	19	29	11	Retford, East, *Sat*					2,491
Southwell	30	10	26	12	8	13	9	20	Southwell, *Sat.*				3,384
Tuxford	16	21	13	16	12	28	6	7	15	Tuxford, *Mon*			1,113
Worksop	10	27	6	12	21	26	8	7	17	13	Worksop, *Wed.*		5,366

COUNTY OF DERBY.

													Population.
	Alfreton, *Fri.*												5,691
Ashbourne	17	Ashbourne, *Sat.*											2,246
Bakewell	15	16	Bakewell, *Fri.*										1,898
Belper	7	12	16	Belper, *Sat.*									7,890
Bolsover	11	24	18	16	Bolsover								1,429
Buxton	25	20	12	28	29	Buxton, *Sat.*							1,211
Castleton	24	23	10	26	26	10	Castleton						1,329
Chapel-en-le-Frith	28	23	14	30	29	6	7	Chapel-en-le-Frith, *Thurs*					3,220
Chesterfield	10	22	12	16	6	24	17	23	Chesterfield, *Sat.*				5,775
DERBY**	14	13	25	8	24	33	32	34	24	DERBY, *Fri.*			24,046
Dronfield	15	25	11	22	9	23	14	20	6	29	Dronfield		1,653
Matlock Bath	11	14	10	8	12	22	18	24	8	16	14	Matlock Bath	3,262
Tideswell	23	19	7	23	23	6	5	7	16	32	15	15	Tideswell, *Wed.* 1,553
Winster	12	10	6	11	17	15	16	18	13	17	15	4	12 Winster, *Sat.* 962
Wirksworth	9	9	11	6	16	20	21	23	14	14	16	3	17 5 *Tues.* 4,082

The Asterisks (*) attached to the name of the Town denote the number of Representatives returned to Parliament, and the Italic letters signify the Market Days.

INDEX OF DISTANCES FROM TOWN TO TOWN

IN THE

COUNTY OF LEICESTER.

													Population.
	Ashby-de-la-Zouch, *Sat.*												4,797
Billesdon	25	Billesdon, *Frid*											908
Bosworth (Market)	10	19	Bosworth (Market), *Wed*										1,049
Hallaton	33	6	28	Hallaton									693
Harboro' (Market)	34	12	25	7	Harborough (Market), *Tues*								2,272
Hinckley	18	21	7	28	24	Hinckley, *Mon*							6,468
LEICESTER **	13	9	11	15	15	13	Leicester, *Sat*						39,306
Loughborough	12	19	14	24	26	20	11	Loughborough, *Th*					10,969
Lutterworth	27	17	17	20	13	11	13	24	Lutterworth, *Th*				2,262
Melton Mowbray	29	11	26	15	25	28	15	17	27	Melton, *Tues*			3,520
Mountsorrel	15	15	15	20	22	16	7	13	20	13	*Mon*		1,602

COUNTY OF WARWICK.

													Population.
	Alcester, *Tues*												2,405
Atherstone	39	Atherstone, *Tues*											3,870
Birmingham**	20	20	Birmingham, *Mon, Thurs, and Sat*										146,986
Coleshill	24	9	10	Coleshill, *Wed*									1,853
Coventry**	27	14	18	12	Coventry, *Wed and Fri*								27,070
Henley-in-Arden	8	31	14	24	18	Henley-in-Arden, *Mon*							1,214
Kenilworth	22	18	18	13	5	14	Kenilworth, *Wed*						3,097
Kineton	19	33	31	30	21	19	16	Kineton, *Tues*					1,102
Leamington	18	26	22	32	12	11	6	9	Leamington, *Wed*				6,209
Nuneaton	34	5	21	13	8	26	13	28	20	Nuneaton, *Sat*			7,799
Rugby	35	26	31	25	13	28	17	21	14	17	Rugby, *Sat*		2,501
Southam	24	27	30	25	13	20	15	10	8	21	10	Southam, *Mon*	2,256
Stratford-on Avon	8	32	22	27	19	8	13	11	10	26	24	16	Stratford, *Fri*	3,488
Sutton Coldfield	25	15	7	10	20	22	19	35	26	21	35	34	30	Sutton Coldfd. *M.*	3,684
Warwick**	16	24	20	18	10	9	5	11	2	18	16	10	8	26	*Tues. & Sat.*	9,109

The Asterisks (*) attached to the name of the Town denote the number of Representatives returned to Parliament, and the Italic letters signify the Market Days

MIDLAND COUNTIES'

BYE-LAWS, ORDERS, AND REGULATIONS

I. No Person will be allowed to travel upon the Railway, without first having paid his Fare and received a Ticket.

Passengers at the Road Stations will only be booked conditionally (that is to say) in case there shall be room in the Train for which they are booked; in case there shall not be room, Passengers booked for the longest distance will be allowed the preference; Passengers booked for the same distance will have priority according to the order in which they are booked.

II. If any Passenger shall refuse to produce or deliver up his Ticket, when required to do so by the Conductor, Guard, or other attendant on the Train, he shall be chargeable with the Fare from the place whence the Train originally started, and shall be liable to the Penalty of Forty Shillings.

III. Any Passenger travelling a distance of fifteen miles and upwards in the First and Second Class Carriages, may have conveyed along with him any quantity of Luggage belonging to him not exceeding in the whole 100lbs. in weight, without paying any additional charge, but the usual rate will be charged for all Luggage exceeding the above weight. Any Person travelling a less distance than fifteen miles, or in a Third Class Carriage, will be allowed to have conveyed along with him 50lbs. weight of Luggage without any additional charge.

IV. No Dogs will be permitted to accompany Passengers in the Carriages, but will be conveyed separately, and charged for.

V. Smoking is strictly prohibited both in and upon the Carriages, and in or at the Company's Stations. Any Passenger persisting in Smoking after having been warned not to do so, is hereby subjected to a Fine of Forty Shillings, and in case of his persisting after a second warning, he will immediately, or (if travelling) at the first stopping-place, be removed from the Company's premises and forfeit his fare.

VI. Any Passenger being in a state of intoxication, or committing any nuisance, or wilfully interfering with the comfort of other Passengers or obstructing any of the Company's Officers in the discharge of their duty, or not attending to the directions of the Guard, in cases where the personal safety of himself or any of the Passengers is concerned, will be immediately removed from the Company's Premises; or in case he shall at the time be travelling, then at the next Station, or as soon after the offence as conveniently may be, and forfeit his fare.

VII. If any Passenger shall wilfully damage any part of the Company's Carriages, Stations, or other property, he shall be fined Five Pounds, over and above the cost of repairing such damage, and all accidental damage shall be paid for by the party doing the same.

VIII. If any Passenger should be found in or upon any of the Carriages, or shall force his way into a Carriage, without having previously procured a Ticket, or shall occupy (without permission) a Carriage of a superior Class to that for which he has obtained a Ticket, or shall continue his journey in the Company's Carriages beyond the place for which he shall have paid his Fare, he shall be liable to a fine of Forty Shillings, in addition to the full Fare for the entire journey.

IX. No fee or gratuity will be permitted to be taken by any Guard, Porter or other Servant of the Company, under pain of immediate dismissal.

THE

MIDLAND COUNTIES'

RAILWAY COMPANION.

NOTTINGHAM TO DERBY.

INTRODUCTION.

THE *Nottingham and Derby Line* being complete in itself, although only a portion of the MIDLAND COUNTIES' RAILWAY, we purpose first to conduct our readers over the sixteen miles of beautiful country through which it is constructed in the Counties of Nottingham and Derby, and thence return to the Junction at Long Eaton, and so continue our journey through the fertile Counties of Leicester and Warwick, until we arrive at the classic town of Rugby—endeavouring in the meantime, as far as practicable, to be faithful historians of every object of interest which attracts the attention of the traveller, thereby awakening recollections of past occurrences, and affording a pleasing comparison between them and the present condition of the Country, in what is justly termed—

"THE AGE OF IMPROVEMENT."

NOTTINGHAM.

DISTANCES TO THE PRINCIPAL STATIONS.

To Derby, 16 miles—Loughborough, 14¼ miles—Leicester, 27 miles—Rugby, 47 miles—London, 129¼ miles.

Nottingham is the eastern terminus of the Midland Counties' Line of Railway, and the land on which the Station and works are erected is meadow land, formerly belonging to the Nottingham Coporation, but over which the freemen, or burgesses, of Nottingham had right of common three months in the year; it was purchased under the powers of the Act, and the claims of the burgesses satisfied by pecuniary recompense. Other parts of it are now being enclosed; this is effected under an Act passed in 1839, entitled, "An Act for the enclosing of the West Croft, in the town of Nottingham." The road from the Station to the town is over a wooden bridge, erected across the Canal about a hundred yards from the Station-house door, and thence along four or five streets into the Market Place; or there is another way by walking through the yard and omnibus gate, and crossing a brick bridge, called the Navigation Bridge, from whence three streets conduct the traveller to the centre of the town. Nottingham first derived its name from the word Snottengham, *viz. Snottenga, caves,* and *ham, home* or *dwelling,* by which it was known in the time of the Saxon Heptarchy, at which period it was a place of particular importance. It has an indisputable right to antiquity: tradition, and the account of historians of the earliest date, describe it to have been a place of residence of the ancient Romans, and indeed several of its excavations appear to favour this opinion. Whether it was one of the Roman stations or not has been a subject of controversy. By some, its name of Snottengham is considered as derived from the vast quantity of hazles formerly growing about and near it, whence *Nuttingham* softened into Nottingham. Deering, in his History of Nottingham, says, that "the town can fairly claim, as a place of note, the age of nine hundred years; as a considerable borough, seven hundred; as a Mayor's town, four hundred and fifty-seven (London not having been governed by a mayor one hundred years longer); as a Parliamentary borough, four hundred and sixty years, during which time it has constantly

sent two burgesses to Parliament; and as a county, two hundred and ninety-two years."

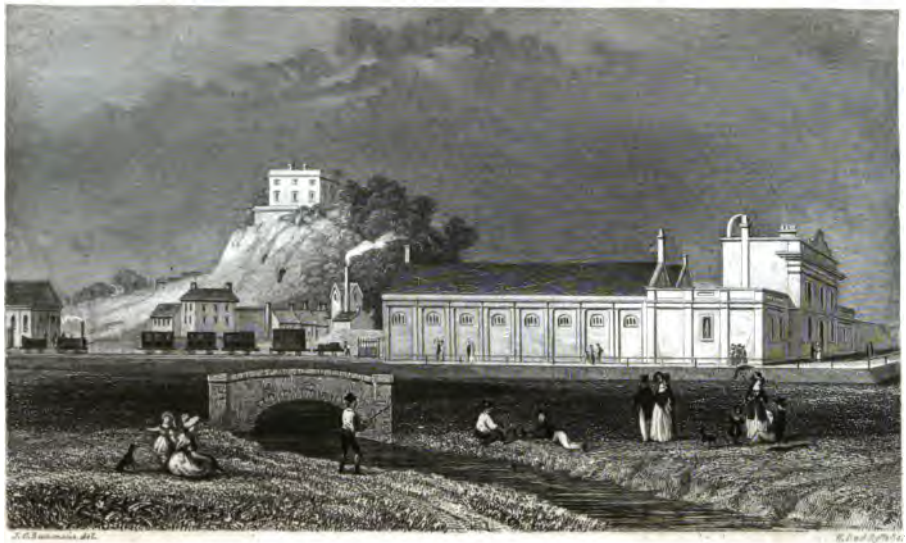
Few towns enjoy more than this the advantages of situation. Elevated on the edge of a rock, the aspect of which is southern, it lies wholly open to the refreshing breezes which frequently blow from that quarter, whilst it is sheltered from the more severe winds of the east, west, and north, by several hills which rise gradually above it. It is divided into three parishes, namely, St. Mary's, St. Peter's, and St. Nicholas's. The Market Place may justly be considered as one of the finest in England, being extremely airy and extensive; the sides are ornamented with lofty houses and shops of elegant appearance. The Exchange, which stands at the top, is a neat and handsome edifice. It faces the west, and is stuccoed to represent stone. The large room is equal to any in the provincial towns, being seventy-five feet in length, thirty feet wide, and thirty feet high, with several smaller rooms adjoining, used for public meetings, tea parties, dinners, and other purposes. The illuminated dial outside is of great use to the inhabitants; but the gas caused considerable mischief a short time after its erection, by setting fire to the building, which was near being consumed. The large room suffered materially; but it has since been rebuilt, and made more lofty than it was before. The Police Office is in the Exchange Buildings, as also the Artizan's Library, the Butchers' Shambles being beneath them.

The churches in the town are St. Mary's, St. Peter's, St. Nicholas's, St. James's, and St. Pauls; the three former are the largest and most beautiful, the two latter are modern erections. St. Mary's contains much that will interest the antiquary and lover of architecture, some parts of it being equal to any within many miles; one archway in particular is very highly spoken of. St. Peter's is situate near to the Railway, and may be seen on the way to the Market Place. There is also a Free Grammar School, endowed by Dame Agnes Mellors, a Lancasterian School, a great number of Chapels, some of them of large dimensions, a number of Alms Houses, founded by different benevolent individuals, a General Hospital, Dispensary, public Reading Rooms, Theatre, Town and County Halls, House of Correction, Riding School, Lunatic Asylum, Roman Catholic Chapel, and other places too numerous to mention. The Castle stands at the outskirts of the town, on the summit of a steep rock; but we shall describe it hereafter, as it may be distinctly seen from the Station-yard from whence the trains start. The tower of St. Mary's Church is the highest point in

the town of Nottingham, and a most splendid view for miles may be enjoyed from its summit; it is built exceedingly strong, and is very roomy. The interior of the church has lately been much altered, and the organ has been removed to another part; there is no gallery, with the exception of the singers'. There are some fine monuments and other pieces of sculpture. The parish of St. Mary is much the largest of the three, extending, in some directions, for more than a mile. The liberties of the town extend about ten miles, and are carefully preserved by a jury appointed by the Mayor and Magistrates, called the Mickleton Jury, consisting of not less than twelve persons, whose duty it is to perambulate the boundaries, to walk through the principal parts of the town, and to prevent all encroachments and nuisances. There are upwards of two hundred and ninety burgess parts of land, which the freemen enjoy, according to seniority, during life, and which also continue to their widows, so long as they remain single and reside in the town; and although a burgess should die before one of these parts fall to him, yet will his widow, if she do not marry again, be entitled to his share. It is on land of this description that the Station of the Midland Counties Railway is built, and, in the progress of improvement, it is very likely the remainder will be required for the purposes of trade and manufacture.

RAILWAY STATION.

The view from the Station is picturesque; to the left is St. Mary's Church towering above the other buildings of the town; in front is the London Road; and behind may be seen the wood-crowned hills of Colwick, the property of John Musters, Esq., situate about a mile and a half from Nottingham. The new Church of Sneinton may also be distinctly seen; it has been recently built, and was opened for divine worship by the Bishop of Lincoln; the old one having been found too small for the growing wants of the parish, is pulled down. To the right, the Meadows stretch in rich luxuriance, their extremities skirted by the waters of the river Trent, which, in times of heavy rain, frequently overflows its banks, and rises to so great a height as to inundate the adjoining country for many miles. The hills of Ruddington, round which the London Road winds, may be seen beyond. In front of the door of the Station a large rock, with



NOTTINGHAM RAILWAY STATION.

Published by J. Allen, Long Row, Nottingham.

houses at its base, reveals to the eye the Hermitage of Sneinton, so called on account of its having, it is supposed, in former times, been inhabited by hermits, who lived in caves dug out of the rock. Great numbers of persons have visited these ancient remains, and in some instances, houses in the rock are still inhabited, brick fronts and windows having been placed in them to keep out the weather. It is singular to see the houses one above the other, the upper being reached by a flight of steps cut in the rock; thus two distinct families are enabled to live very comfortably. In 1829 a great fall of the rock took place, and several houses were buried, but no lives lost. Several very commodious rooms may be found on visiting the spot, some of which are used for dancing at feasts, wakes, &c.; on the whole, this place may be considered as one of the choicest relics of ancient days in the neighbourhood of Nottingham.

In the Station yard a still more interesting view meets the eye. The long shed, or covering to the carriages, hides the landscape at first entrance, but having walked through it, the whole bursts on the traveller at a glance. A great part of the town may be distinctly seen; St. Nicholas's Church, with its low square brick tower and brick body, and St. James's Church, built of stone, with a square tower, are the most conspicuous. Just beyond the town, and parallel with the line, a high rock, steep and nearly inaccessible on all sides, except that next the town, rears its bold front, and on its summit stands all that is left of that which, in former times, "oft rolled back the tide of war"—Nottingham Castle. Although now only the ruin of a modern edifice, meriting rather the name of a magnificent mansion-house than that of a castle, yet, on account of the great antiquity and warlike celebrity of the fortress which for many ages occupied the same site, it merits particular attention. That princely edifice (the castle) was erected, or at least greatly enlarged and strengthened, by William Peverel, a natural son of William the Conqueror, and from that time to the reign of Charles I., was of considerable importance in the different civil wars which distracted this country; it was, however, demolished at the Restoration. It was here that Mortimer and the faithless Queen Eleanor resided in security, the keys being brought to her every night by the gate-keepers; but her son, Edward, having led a band of trusty followers up a secret passage into the castle, surprised the faithless pair, who were borne away prisoners. Mortimer soon afterwards suffered death, and the place where the troops are said to have ascended into the castle still bears the name of "Mortimer's Hole." This subterranean passage

was also used during the hostilities between Charles and the Parliament, as a means of communication with the Parliamentarians of the town, who assembled in a house, still standing, at the lower part of the covered way, just above Brewhouse Yard. The perforations in the side of the rock mark the passage, through the holes of which cannon were pointed during the civil war, to protect the batteries erected in the Meadows, some remains of which are still visible. It was from this castle that Richard III. marched, with his followers, to Bosworth Field; and in the grounds Charles I. reared the royal standard, to summon his bold cavaliers to the aid of their sovereign. The place where he reared his banner, is well known by the name of "Standard Hill."

There are many subterraneous passages about the castle rock, one of which was recently found on cutting the new road into the Park, to the entrance of which a door is now fixed. The modern edifice, or what is left of it (and which, on account of its elevated situation, and the singular rock on which it stands, forms one of the greatest ornaments of the town), was built by William Cavendish, first Duke of Newcastle, between the years 1674 and 1679, at the cost of £14,002 17s. 9d. It continues in the possession of the same noble family, although (if it ever was a residence) it has long since ceased to have been so used by them. At the riots arising from the rejection of the Reform Bill by the Peers, in 1831, this place was attacked by the rioters, and committed, with its cedar floors and panelling, tapestry, &c. &c., to the flames. There is nothing now left, therefore, but the bare walls; the Duke of Newcastle, the present owner of the property, received £21,000 as compensation from the hundred of Broxtowe, in which it stands. Below the castle rock, formerly lay the fish-pond, and when the castle was inhabited, many years ago, this pond was a large sheet of water well stocked with fish; about the year 1720, it was let to the Old Waterwork Company as a reservoir, and was suffered to choke itself up with mud, sand, &c., until it became little better than a swamp; it has since been made into gardens for the use of the inhabitants, and bears to this day the name of the "Fish-pond Gardens."

The castle grounds formerly extended to a considerable distance, as the whole of the Park was comprised within its limits; jousts and tournaments were probably held there, and it is conjectured that there are subterranean passages from the castle to different parts of the Park, one of which was found as before related. There is no doubt, in short, that the fine piece of land seen as the train glides along was an appendage to the castle from

the earliest times, and on the principal eminences, forts, or redoubts, were placed, the remains of which were visible within the last thirty years. The Park was formerly well stocked with deer, and paled round; but in 1720 the deer were disposed of, and cattle taken in to graze at a certain sum per head. At one end of the Park are the Barracks, which were erected in 1792, for the troops quartered in the town; and at another extremity is a very neat Bowling-green, used by the tradesmen for wiling away a leisure hour.

To the left of the line the Meadows are seen in rich luxuriance, and in the distance, amongst a clump of trees, is the village church of Wilford, but so imbedded with foliage as not to be distinctly visible. This was the place to which Henry Kirke White, the Poet, was so much attached, and where he would often sit and woo the muse. The white house by the side of it, almost hidden by the trees, is Wilford Coffee-house, the walk to which, in summer, is much frequented; the access to it is by the ferry over the Trent. The row of trees by the side of the line as it were, leads to Clifton Grove, which can be better seen as the traveller proceeds. In front of him is the line; and by this time the train being ready to start, the various objects on each side must be described as he passes swiftly along.

After leaving the gatekeeper's lodge, which is placed at the crossing of the Wilford Road, the train comes abreast of the castle rock, and immediately afterwards the Park is seen to the right, with its fine row of houses on the top of the hill, the barracks, and bowling-green. About a quarter of a mile onwards, to the right, a number of holes in the rock may be observed, presenting a very ancient appearance; these are the Druids, or Papist Holes, celebrated in history, and which are unquestionably of great antiquity, but are fast falling to decay. It is supposed these caves, which were formerly of a much greater extent, were hewn out by the ancient Britons, and were used as places of worship by the Druids. Dr. Stukeley, the celebrated antiquary, describes them thus:—"This is a ledge of perpendicular rock hewn out into a church, houses, chambers, dovecotes, &c. The church is like those in the rocks at Bethlehem, and other places in the Holy Land; the altar is a natural rock, and there have been paintings upon the walls, a steeple (I suppose where a bell hung), and regular pillars; the river Leen winding about makes a sort of fortification to it, for it comes at both ends of the cliff, leaving a plain in the middle." Such was the state of these caves prior to the troubles in the reign of Charles I., when they were injured by the troops of the Commonwealth, in consequence of having

been converted into a place of worship for the Roman Catholics, or Papists, and hence the name of "Papists' Holes." There are appearances, in one part of each cave, of a fire-place, chimney, shelves, and other things requisite for a house; and in one of them an immense number of holes have been cut, about six inches square, like pigeon holes in a dovecote, and this is believed by many to have been used for the sale of drugs and other articles; at all events, it at present bears the name of the "Doctor's Shop." Having passed this spot, the village of

LENTON

Is seen; it may almost be called a part of Nottingham, so nigh does it approach the boundaries. Formerly, there existed a monastery, founded about the year 1114, by William Peverel, for "the love and worship of God, and the common remedy of the King and Queen, and their children;" this monastery was very richly endowed, "the church of St. Mary, of the English borough of Nottingham," being granted to it, as also the churches of St. Peter and St. Nicholas, of Nottingham, and those of Radford, Linby, Langar, and several others in the county. King Henry I. confirmed the previous gifts, and added to the wealth of the monastery—granting them the privilege of holding a fair, and certain immunities. The foundation deed of the monastery is still in existence, and is often referred to as connected with the numerous churches that were formerly attached to it. The whole of the building is now destroyed, but at what period the total demolition was effected is not known; there is, however, part of one pillar still left, and from its size, evidently proves that the building was of large dimensions. Some of the foundations may be traced, but the old material has been used in building and repairing the present church, which stands on a portion of the site of the monastery.

To the left the view is most delightful. The romantic grove of Clifton rises from the banks of the Trent to a considerable height, and with its lofty trees shades the water below, whilst the hills of Ruddington, to the extreme left, form a most interesting landscape, much heightened by the appearance of a mill erected upon the summit. It was in Clifton Grove that Henry Kirke White sat and composed some of his most favourite pieces, and it is indeed a spot well worthy of a temple to the muses, and where the mind fond of contemplation may indulge in delicious reverie.

Another lodge is passed, also two bridges, almost close to each other, one over the Lenton Canal, and the other over the Lenton Road. A little further on, the towers of the lodge to Wollaton Hall may be distinctly seen, and situate on the summit of a high hill, is the mansion of John Wright, Esq. In front of the house a large portion of the hill has been cut away, and the soil has been removed to form the embankment for the Railway for several miles, Mr. Wright having disposed of it to the Railway Company for that purpose. The neat country residence of Alfred Lowe, Esq., of Highfields, may also be seen, and the hill of Bramcote, crowned with lofty trees, is visible beyond it; upon this hill stands the celebrated Cromlech Stone, supposed to have been used by the Druids in olden times for sacrifices and other purposes. Wollaton Hall, the splendid residence of Lord Middleton, also appears in view to the right, being likewise situate on a hill, about a mile from the lodge before-mentioned. It is a square building of large dimensions, and noted for the number of windows it contains; the park is well stocked with deer. The village of Beeston now appears, and the traveller stops at the first station from Nottingham.

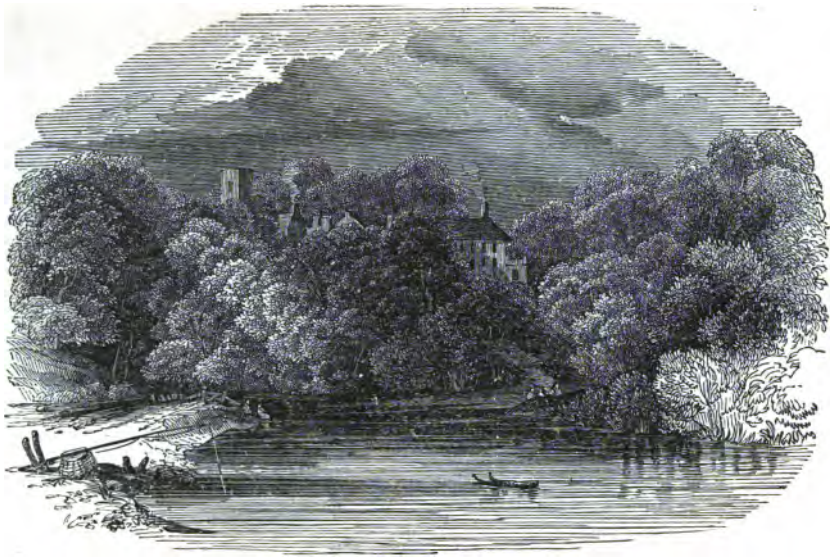
BEESTON STATION.

Distance to Nottingham, 3 miles—Derby, 13 miles.

DISTANCES TO THE FOLLOWING PLACES:—

Beeston, ¼ mile, (pop. 2,530)—Chilwell, 1½ miles, (pop. 802)—Bramcote, 2½ miles, (pop. 562)—Clifton, 1 mile, (pop. 405)—Attenborough, 2 miles, (pop. 1,094)—Barton, 1½ miles, (pop. 379.)

The Beeston Station is three miles from Nottingham, and from its being a short and agreeable trip, is much frequented in the summer months by persons who desire fresh air and recreation. The village is large and populous, and contains many respectable inhabitants. The church being in a low situation is but just perceptible from the line, having a short, square tower; the incumbent is the Rev. Mr. Woolley. The Baptists and Methodists have also places of worship there. The station is a very



CLIFTON HALL.

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neat appropriate building, and consists of an office, retiring room, kitchen, bed rooms, &c., &c. Facing it, to the left of the line, is

CLIFTON GROVE,

and at the top of the cliff, near the end of the Grove, is Clifton Hall and Church; the latter is a very venerable building, in the form of a cross, and in almost every part luxuriantly mantled with ivy. It is dedicated to St. Mary; but in what year erected is not known. There are a painted altar-piece, and many monuments commemorative of the deceased members of the Clifton family, who are a very ancient and well-connected race.

In the wars of the White and Red Roses, one of the Cliftons was beheaded by the orders of Richard of Gloucester; but Sir Gervase Clifton, a descendant, at the accession of Edward IV., espoused the cause of that monarch, and was made one of his esquires of the body. At the death of Edward, the Duke of Gloucester ascended the throne, and at his coronation this same Sir Gervase was created a Knight of the Bath, and received for his faithful services numerous grants of land. When the Earl of Richmond landed his troops in England to invade the throne of the crooked-backed tyrant, Sir Gervase adhered to the fortunes of Richard, and marched with the army from Nottingham Castle to Bosworth Field, where, it is said, he fell "among the dead;" but it is evident that historians err in this, for he is afterwards found, in Henry the Seventh's reign, as Sheriff of the counties of Nottingham and Derby, &c. It is fair to conjecture that he was wounded, and left for dead upon the field. His forgiveness by the new king, and restoration to honours, titles, and estates, are attributed to his friend, Sir Nicholas Biron, of Clayton, they having entered into a compact to help each other in case of need. Many of the Cliftons have since enjoyed the title, the last Sir Robert died only a short time since. The present baronet, Sir Juckes Granville Juckes Clifton, soon after he came to the estates, attempted to have the walk in the Grove closed to the public, but, having been a favourite resort with the inhabitants of Nottingham for many years, the attempt was opposed, and the privilege is continued. Sir Juckes has this year (1840) been created High Sheriff of the county of Nottingham.

Sir Gervase Clifton, who had the title before Sir Robert, was a true sample of the old English gentleman; he kept open house,

and allowed parties to view the grounds on certain days in the week. His monument is placed in the church of Clifton, and is, with the other monuments, well worthy of inspection. The Hall itself is a modern brick mansion, and built in the most simple form. There was formerly at its eastern end an ancient Catholic Chapel, which was razed about thirty years since, and other buildings erected on its site. In one of the rooms, the late Sir Gervase, (who commanded a corps of Volunteers,) had a representation of his soldiers painted on the walls, most of them being portraits. He was an eccentric character, but much beloved by those who served under him, or who had the pleasure of his acquaintance. He always examined his tradesmens' accounts himself, and mostly on a Sunday morning, in his pew at church.

About a hundred yards beyond the Hall, a little building, amongst the trees, meets the eye; it stands upon arches, and is erected on the very verge of the cliff; a flight of steps leads to the entrance, the interior is richly ornamented, and from its elevated position, a fine view may be obtained of the river Trent, flowing beneath, and also of the surrounding country. The trees on the hill extend some distance from the Hall, and a path underneath the hill leads to the village of Barton, a place we shall mention hereafter.

The village and church of Attenborough now claim our attention, and as it is an interesting place, we shall give rather a lengthened account of it.

ATTENBOROUGH,

Although a small and scattered village, containing only about thirty habitations, the best of which are nothing more than cottages, is conspicuous in the annals of England, from its having been the birth-place of a man who greatly distinguished himself during the civil war between Charles and the Parliament, and who pursued the unhappy monarch to death—this man was General Ireton. When fifteen years of age, he was entered a gentleman commoner of Trinity College, Oxford, and on the 10th of June, 1629, took the degree of Bachelor of Arts. Through the application of a stern unbending mind to study, he soon became distinguished as a scholar, and having early imbibed the prevalent sentiments of the Puritans, he was ranked among the disaffected to a dissolute court as a "mirror of godliness,"

and as a shining light to guide his friends in the ways of righteousness. Possessed of a good understanding, backed by that solemnity which gives additional solidity to precept, and having strong natural abilities, united to an undaunted spirit of bravery, it can be no wonder that at the breaking out of hostilities between Charles and his Parliament, Henry Ireton should have joined the popular side. The Cavaliers at that time held sway in almost every part of the kingdom; yet Ireton zealously supporting the side he had embraced, endeavoured to promote the cause of the Parliament in the county of Nottingham; and the King approaching to quell the insurrection in its bud, he mustered together a band of Puritans, who had been forced from their homes by the Cavaliers, and joined the army of the Earl of Essex, in 1642. After displaying many proofs of valour, he was appointed major in Colonel Thornhaugh's Nottinghamshire Regiment of Horse, and with that portion of the army, marched, in 1643, to relieve the town of Gainsborough, then hard beset by the Royalists, where he fought under the immediate command of Cromwell. Both evinced great bravery, and a friendship sprang up between them, which strengthened as it grew. Major Ireton exchanged from his own regiment into Cromwell's; they were seldom separate from each other; and to cement their friendship still more closely, he married Bridget, the eldest daughter of Cromwell, and almost immediately after was raised to a colonelcy; and, in the year 1645, on the army being re-modelled, was again promoted to be Commissary-general of the Cavalry. The battle of Naseby was fought in this year, and the left wing of the army was commanded by Ireton; it was here that his undaunted spirit broke forth—it was here that manifestations of his skill and courage were displayed; he was run through the thigh with a pike, wounded in the face by a halbert, his horse shot under him, and after a desperate resistance, made a prisoner. Cromwell, however, promptly galloped to his rescue, and his corps causing great confusion in the King's army, Ireton effected his escape. He afterwards participated in all the victories of the army of the Commonwealth, and, in 1646, was returned to Parliament for the borough of Appleby. He likewise became celebrated as a religious man, particularly as a preacher and an observer of fasts. Cromwell, in a letter to his daughter, Bridget (Ireton's wife), says, "That which is best worthy of love in thy husband is that of the image of Christ, which he bears; look on that and love it best." But Ireton's straight forward independent principles

were no match for the cool, wary, and deceptive, conduct of Cromwell. A firm friend to liberty, Ireton was also a devoted lover of his country, while the ambitious spirit of Cromwell, although cloaked under pretended patriotism, and a specious show of religious fervour, soared high for power and the glittering baubles of state. Ireton was a declared and decided Republican, but the eyes of Cromwell were dazzled with the pomp of monarchy. The former, therefore, held considerable influence over the latter, as might naturally be expected from his unbending republican principles; and in the frequent conferences that were held with Charles, he had great influence over the mind of Cromwell. It was in these conferences that Ireton discovered the fickleness of the King's mind, and feeling sure the people would derive no good from his reign, if continued, he steadfastly resolved on his death. A new court, called "The High Court of Justice," was about this time appointed to try the King, and Ireton was the third commissioner elected; the unfortunate monarch was arraigned before this tribunal, found guilty, and condemned. The number of commissioners was originally one hundred and thirty-five, but all except fifty-nine refused to sit, and these fifty-nine signed the warrant for his execution.

After the death of the King, Ireton received the rank of Major-general, and proceeded to Ireland to quell the disturbances which had broke out in that island. He received the office of President of Munster in 1650, and in the same year, on the departure of Cromwell for England, that of Lord Deputy of Ireland; but on the 26th of November, 1651, he was seized by death at the siege of Limerick, his decease being caused by a fever brought on by excessive fatigue, in the very height of his most prosperous undertakings, having nearly completed the reduction of the whole island without fighting a single pitched battle.

Ireton has been charged with cruelty, but not the slightest proof of it has yet been brought forward; it is true he had a most marked antipathy—nay, deadly enmity—to all that had the semblance of monarchy, so decidedly republican were his principles; and historians inform us that had he lived, no doubt he would have prevented many of those excesses of which Cromwell was guilty, or would have publicly declared against them. Mrs. Hutchinson, when speaking of the ambition of Cromwell, says, "but his son-in-law, Ireton, Lord Deputy of Ireland, would not be wrought to serve him; but hearing of his machinations, determined to come over to England to endeavour to divert him from such destructive courses, but *God* cut him short by death."

It was publicly asserted at the time that Cromwell had sent him into Ireland to get him out of the way, while he worked his own designs. All who have written on the history of these times speak in the most laudatory terms of Ireton. He was, in private life, a firm and affectionate friend; in his public character, the supporter and dispenser of strict and impartial justice, sagacious in council, brave and intrepid in the field, exalted in his sentiments, honest and disinterested in his conduct, indefatigable in the public service, and the warm and invariable friend to the liberty of his country. On one occasion he refused an annuity of £2,000 per annum for his services, declaring to those who made him the offer, he desired much more that they would pay their just debts before they made any such presents.

Although Ireton died in November, 1651, yet such was Cromwell's pride and love of pageantry, that, what with remaining in state and other formalities, his body was not brought to Westminster Abbey for interment before the month of March, 1652, where it was buried with the utmost splendour. Mrs. Hutchinson, however, has some doubts whether it was ever brought, though others declare it was; she believes something called his body was taken to London, and "was to be, by Cromwell's procurement, magnificently buried among the kings at Westminster."—But although the body of Ireton had endured much whilst living, it was still fated to undergo more; for on the restoration of Charles II. to the throne, it was ignominiously removed from the tomb, and dragged on a hurdle to Tyburn, where it was taken out of the coffin and hung on a gibbet from sun-rise to sun-set; the head, after being severed from the body, was set on a pole, and the carcase deposited in a deep grave under the gallows. This, by many, has been considered one of the greatest blots in the reign of the "merry monarch."

There is no doubt that Attenborough, in the present day, is only a remnant of what it formerly was; the house in which Ireton was born stands on the west side of the church yard and is now inhabited by a farmer. This great Republican leader, however, afterwards lived in a house which stood to the eastward of the church yard, near the side of Attenborough-lane. There are now no other traces of the building than the outline of the ground plan, which is marked by elevated mounds, and shows that it was not very large. The last occupier was named Morgan, and the close is still known as Morgan's-yard to this day.

The church of Attenborough is a very neat building, dedicated to St. Mary; it has two side aisles and a chancel, with a door on

each side, having five Saxon arches in excellent preservation, particularly on the north side. It has a steeple and five musical bells. The communion table and the pews are of ancient date, and several of the old stones in the floor are much defaced, the inscriptions being entirely obliterated. The pulpit also presents marks of antiquity, and on the back is the following passage, which must have been engraved many years:—

"HERE THE WORDE OF THE LORD."

In the parish register we find the following entry of baptism:—

"HENRICUS IRETON, INFANS GERMANI IRETON,
ARM' BAPTIZ AT FUIT DECIMO,
DIE MENSIS, NOVEMBRIS, 1611."

The same register also records the baptism of two other sons, and the burial of the father.

To show the high character Ireton still retains among many to the present day, we copy the following from a poem, of which he is the subject, written by Mr. Thomas Bailey, of Basford, near Nottingham. After ably describing the course of Liberty bursting the bonds of Slavery, Mr. Bailey concludes thus:—

"Such spirit called the valiant heroes forth
Of Charles's age - theirs the exalted worth;
To strive for freedom—rights of conscience—all
That England's worthies good and noble call;
And nobly triumph too—in the just cause
Of teaching kings to rule by wholesome laws.
And, 'mongst that generous band, no name more dear,
IRETON! than thine; with breast estranged to fear,—
With fame unsullied—uncorrupt in heart,—
In motive pure—thou well perform'dst thy part.
IRETON, farewell; but often as my eyes,
In my loue walks, shall view this spire * arise,
In the blue vale—which marks the spot revered,
Where thou, the glory of thy age, first shared
The vital air—thou shalt my reverence claim,
And I will pause—and bless the Patriot's name."

CHILWELL,

A scattered, rural village, may just be observed in the distance, nearly opposite to Attenborough church, on the right of the line, and forms a striking contrast with Beeston, which is a town in miniature, and the poor depend chiefly on manufactures for sup-

* The spire referred to is that of Attenborough, for which place the writer evidently displays deep veneration.

port. Chilwell is a hamlet of Attenborough, and appears to have been of much less consequence in former times than those villages which border upon the Trent. The Hall is a substantial modern structure, having been much altered and improved by the late W. Charlton, Esq., and is at present occupied by T. B. Charlton, Esq., his son, who is Lord of the Manor, and the largest landholder in the parish. The object of most interest here, and to which we particularly request the attention of our readers, is the extensive nursery grounds of Mr. Pearson, which are scattered over the whole parish, and comprise about 114 acres, and, we believe, include more orchard ground than is possessed by any person in the United Kingdom. On entering one of the nurseries, we were much struck with the appearance of those magnificent apple trees, the *Bess Pools*, of which sort Mr. Pearson has more bearing trees than are to be found anywhere in the country, being little known in the south of England; the largest tree was planted by the father of the present occupant fifty years ago, and is still growing fast, without any appearance of the American insect having infested them. The number of these trees raised by Mr. Pearson was formerly nine, and a few years ago they averaged sixty pecks of fruit, which sold for £90. We measured one of the largest, and found it to be seventy-three inches round the boll at three feet from the ground, thirty-three feet high, and occupied a space forty-five feet in diameter. These trees were noticed by Mr. Lowden, in the *Gardener's Magazine*, a few years ago, since which time one has been blown down, and another split, by the wind which destroyed so much timber in the winter of 1839. In one of the nurseries near the former, is a select arboretum, with many hundred specimens, and the plants under glass (particularly the geraniums, for which Mr. Pearson is justly famed), are remarkable for their beauty and healthy appearance. We feel utterly incompetent to the task of enumerating the beauties to be found here, and must rest satisfied with having discovered it; for if the railway had not taken us within a few minutes' walk, the chances are much against our ever having enjoyed so gratifying a treat. These grounds are open every day except Sunday, and every attention is paid to visitors by the worthy proprietor. About a mile to the left of the line, when at Attenborough gate, is the village of

BARTON,

the church of which is so encompassed with fine elm trees, that only the top of the spire is visible. In the reign of King Henry I.,

Odo de Boney gave this church and half the church of Chilwell, or Attenborough, to the priory of Lenton, before-mentioned, at its first endowment. After the demolition of the monasteries, the town of Nottingham petitioned for the advowson, but King Henry VIII. granted it to the Archbishop of York and his successors. It is now in the possession of the Clifton family. There are a great many monuments in the interior of the church, and the font is well worthy of inspection, being of very ancient date. In one of the farm-yards of the village are the remains of a Roman pavement. Barton, at the census of 1811, returned 67 houses and a population of 347 inhabitants; in 1821 it had 73 houses and 403 inhabitants. It now contains many more than that number.

To the right is presented a delightful landscape of green fields environed by lofty hills; another bridge is passed crossing the river Erewash, and the train stops at Long Eaton.

LONG EATON STATION.

Distance to Nottingham, 6¼ miles—Derby, 9¼ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Long Eaton, ¼ of a mile. (pop. 750)—Toton, 2 miles, (pop. 202)—Chilwell, 3 miles, (pop. 892)—Thrumpton, 1 mile, (pop. 132)—Barton, 1¼ miles, (pop. 379.)

This is the second station from Nottingham, and from its proximity to the Trent, is most delightfully situated. The chapelry of Long Eaton is about two miles from Sawley, in which parish it is situate, and about ten miles from Derby. The manor was formerly held on lease, under the church of Lichfield, by the Willoughby family, but it is now in the possession of the Right Honourable the Earl of Harrington. The chapel, or more properly speaking, the church, is a very singular old edifice, dedicated to St. Lawrence, and is held with Sawley as a chapel

of ease. The incumbent is the Rev. P. W. Tallents. The church-yard was only consecrated in April, 1839, by the Bishop of Ripon, the Bishop of Lichfield, in whose diocese it is, being ill at the time. Near to the church is the National School, erected in 1826; there is also a neat brick chapel, belonging to the Wesleyan Methodists, erected in 1836.

About half a mile from the Long Eaton Station, the train crosses a bridge over the Erewash canal. The Erwash, Errewash, or Erewash, derives its name from the Cambro-British word, Erwyn, the river of heroes. It is said by Pilkington to rise in the hundred of Scarsdale, but it appears by Burdett's map to rise on the skirts of Sherwood Forest, in Nottinghamshire; during the greater part of its course, it forms the boundary between Nottinghamshire and Derbyshire. Passing by Pinxton, near Codnor Park, Ilkeston, and Sandiacre, it falls into the Trent, about a mile and a half from Long Eaton. The canal was begun in the year 1777; the owners of the extensive coal mines in the south-western part of the county having, in that year, obtained an Act for making a navigable canal from Langley bridge to the Trent, opposite the Soar. It commences at the

Trent, near Sawley, and runs parallel with the river Erewash, and after passing the collieries in the neighbourhood of Langley and Heanor, terminates at the Cromford canal, near Langley bridge; it is joined by the Derby canal between Sandiacre and Long Eaton, and communicates by an iron railway with the works of Brinsley Colliery. The general direction of this canal is nearly north for eleven miles and a quarter; it falls 108 feet eight inches by means of fourteen locks. Its chief trade consists in the conveyance of coals, limestone, iron, lead, millstones, grindstones, marble, freestone, chert, corn, malt, deals, &c. So great was the traffic on account of the many large collieries in its neighbourhood, that the shares sold, at one period, for three times their original value.

We now cross a bridge of larger dimensions than the others on the line, over the Nottingham and Birmingham turnpike road, or the high road to the village of Sawley. It is built entirely of stone, and in an oblique direction. From it a distinct view may be obtained of Sawley.

SAWLEY STATION.

Distance to Nottingham, 9¼ miles—Derby, 6¼ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Sawley, 1 mile, (pop. 1,009)—Breaston, ¼ mile, (pop. 579)—Risley, 1¼ miles, (pop. 252)—Ilkeston, 6 miles, (pop. 4,446)—Sandiacre, 3 miles, (pop. 758)—Wilne, 1½ miles, (pop. 1,091)—Castle Donington, 4 miles, (pop. 3,182)—Kegworth, 3 miles, (pop. 1,821)—Lockington, 3 miles, (pop. 624.)

Sawley lies about a mile to the left of the line. This place was formerly called Salle, or Sallowe, is situate in the Deanery of Derby, and, with the exception of Kegworth, is the first village seen on leaving Nottinghamshire. The parish comprises the parochial chapelry of Risley, which, with Breaston, as a Chapel of Ease, is held as a separate benefice; and the parochial chapel of Little Wilne, and the Chapel of Ease of Long Eaton (before described), which are held with Sawley. When the survey of Doomsday was taken, the manor of Sawley belonged to the Bishop of Chester, but the Bishops of Lichfield and Coventry

have ever since continued to possess it. The manor was long held under lease by the Stanhope family, the Earl of Harrington being the present lessee. Bishop Longespee, in 1258, had a charter for a market on Tuesdays at Sawley, and a fair for three days at Michaelmas. The market, which had been long discontinued, was revived soon after the year 1760, but not being much frequented, was discontinued again before 1770; the market-house, was a small octangular building, but was pulled down about twenty years ago, and has not since been replaced. The fair, which was held on the 12th of November, O. S., was some years ago noted for the sale of mares and foals, but is now discontinued. The rectory of Sawley has been, from an early period, the corps of a prebend in the church of Lichfield. Cardinal Gauselin, prebendary of Sawley, claimed, in 1330, assize of bread, &c., in the rectorial manor. These privileges were taken away, because he had neglected to keep a pillory and tumbrell, but were restored on payment of a fine. The Leeches' were many years lessees of the prebendary manor; the present lessee is the Rev. Spencer Madan, D. D. The prebendary appoints the perpetual curate, and the Bishop of the Diocese is patron of the prebend. There was a chantry in this church, founded by Ralph de Chaddesden, who was treasurer of Lichfield, in 1529. In 1547, the endowment was valued at £5 per annum. There is a bridge across the Trent in this parish, called Harrington Bridge; the first stone was laid May 6, 1786, and it was completed in the year 1790. The parochial chapelry of Risley, comprised under Sawley parish, belonged to the Willoughby family in olden times, but was purchased a number of years ago by Mr. John Hancock, uncle of the Rev. John Hancock Hall. The church of Sawley is dedicated to All Saints, and the living is a curacy. The next place is the village of

BREASTON,

which *was* the third Station, and is seven miles from Derby, and rather more than eight from Nottingham. It is situate on the right of the line, and the church, which is dedicated to St. Mary, cannot escape the attention of the traveller from the singular form of its spire, which is very low, and seems to have been crushed into the tower, while the body indicates great age. The manor of Breaston, or Braidestune, was held with Risley when the survey of Doomsday was taken, by Roger de Busli; and it appears

to have been separated from that place and again united: for it is found that Michael Willoughby, Esq., purchased it of the Babingtons in the reign of Queen Elizabeth. It was, as well as Risley, the property of the Rev. John Hancock Hall. Marriages were solemnized and children baptized at Breaston, but the inhabitants buried their dead at Little Wilne, a short distance from thence, until the year 1826, when the church-yard was consecrated, the late Rev. Dr. Ryder, Lord Bishop of Lichfield and Coventry, officiating on the occasion. The Station is situate to the left of the line, and in form is similar to the other two, although not quite so large. The name of this Station has been changed from Breaston to Sawley, which in our opinion is a very good arrangement, as the latter is much more thickly populated, and from its encouragement of the Railway is more deserving of the honour. The reason, however, for the alteration, is, that some difficulty was experienced on account of the names, Beeston and Breaston, being so much alike.

After leaving this Station, on looking to the right, a large square built brick mansion may be discerned, situate on the summit of a hill: it is

HOPWELL HALL,

The seat of Thomas Pares, Esq. The manor of Hopwell (*Opewelle*) was held by Ralph Fitzhubert, at the time of the survey of Doomsday, under the Bishop of Chester. In the year 1296 it appears to have been held under the Earl of Lancaster, by Ralph de Shirley. Some pedigrees of the Sacheverell family make Patrick Sacheverell to have been Lord of Hopwell in the reign of Edward the 1st, and they are said to have acquired it in marriage with the heiress of Hopwell; but no such match is recorded in any of the pedigrees of the family, nor any trace of its having been possessed by the family of Hopwell. Ferdinando Sacheverell, Esq., by his will, bearing date, 1661, bequeathed it to his cousin, Henry Kayes, Gent.; Henry Kayes sold it, in 1731, to Bache Thornhill, Esq., who, in 1734, alienated it to Sir Bibye Lake, Bart, of Edmonton, in Middlesex. The uncle of the present owner and occupier of the Hall, purchased the estate in 1784, of Sir Bibye's grandson, Sir James Winter Lake, Bart., and at his decease, bequeathed it to his nephew. Situate on the top of a fine eminence, studded with trees and shrubs, it is a most delightful residence, and commands very

extensive views of the country for miles round. Looking to the left, after leaving Sawley, about a mile from the line, the village of

LITTLE WILNE

May be discerned; the square tower of the church is very conspicuous. The manor belongs to the Earl of Harrington. The burial place of the Willoughby family was here, and there are many monuments to record the decease of several of its members. The chapel of Little Wilne was, in 1817, held with Sawley, of which the prebendary was the patron. We now obtain a glimpse of the village of

DRAYCOTT.

This is a large village, in the parish of Wilne, or Wiln, and is chiefly inhabited by frame-work-knitters, lace, and other manufacturers. At the time of the Norman Survey, there were in *Salle* (Sawley), and *Dracot* (Draycott), and *Opewelle* (Hopwell), a priest and two churches, a mill, one fishery, and thirty acres of meadow." The manor, which is held under the Bishop of Lichfield and Coventry, is in severalties. Messrs. Towle, of Borrowash, have extensive mills in this parish. The train now stops at Borrowash.

BORROWASH STATION.

Distance to Nottingham, 12 miles—Derby, 4 miles.

DISTANCES TO THE FOLLOWING PLACES:—

Borrowash, ¼ mile—Ockbrook, 1 mile, (pop. 1,634)—Spondon, 1¼ miles, (pop. 1,867)—Stanton-by-Dale, 3 miles, (pop. 740)—Elvaston, 1 mile, (pop. 522)—Wilne, 2¼, (pop. 1,091.)

This is the fourth Station from Nottingham, and is at present only a temporary building. The village or hamlet of Borrowash stands in two parishes, part of it belonging to Spondon, and part to Ockbrook. The place itself is very little spoken of in history, and few facts of any interest can be found relative to it. The mills of Messrs. J. and B. Towle are situate close to

the line, and afford employment to many of the inhabitants of the neighbouring villages. The train now passes the deep cutting called Borrowash cutting; it is 25 feet to the top of the bank, and so extends for nearly a quarter of a mile, after which it begins to lower till only 13 feet. The Derby canal is here diverted from its course for about a quarter of a mile, in the parishes of Spondon and Ockbrook. The retaining wall is 132 yards long, and there is only just room for the line to run between the river Derwent and the canal. In cutting for the railway, a great number of human skeletons, arms, &c. were discovered, which, although history does not furnish any clue to the cause of their being deposited there, yet it is presumed by many that they are the relics of a battle or skirmish fought in that neighbourhood or upon that spot. Some fine views of the river Derwent will catch the attention of the traveller in this neighbourhood. We have now arrived at Spondon.

SPONDON STATION.

(*Distances see Borrowash.*)

This is the fifth and last Station from Nottingham, and was opened to the public on the 11th of November, 1839. It affords great accommodation to the village of Spondon, which, with its venerable church, is situate close to the line, and affords a most interesting view. Spondon is a parish of itself, situate about three miles from Derby, in which Deanery it is, and comprises the village of Locko, part of Borrowash, and the parochial chapelries of Chaddesden and Stanley. The manor of Spondon, or *Spondune*, as it is styled in Doomsday Book, belonged, at the time *that* survey was taken, to Henry de Ferrars. There were then in it a priest and a church, and one mill of five shillings and fourpence. After the attainder of Robert de Ferrars, Earl of Derby, King Henry III. granted it to his son, the Earl of Lancaster. In 1563, the manor of Spondon was granted, with that of Borrowash, to Thomas Stanhope; it was afterwards in the family of Locko, who, in 1721, sold it with Chaddesden and Locko, to Robert Ferne, Esq.; John Gilbert Cooper re-purchased the estate in 1737, and, in 1747,

sold it for £13,000 to John Lowe, Esq., who died in 1785, bequeathing these manors to his relation, William Drury, Esq., who took the name of Lowe, and his widow is the present proprietor. The church of Spondon, with all its appurtenances, was given by William, Earl Ferrars, to the *Hospital de Lazars*, at Barton, in Leicestershire, to which it was afterwards appropriated. It is a vicarage, and dedicated to St. Mary. It stands on an eminence, and thus commands a most beautiful view of the romantic vale of the Derwent. The village of Spondon contains nearly two hundred houses, and standing in an airy and pleasant situation, is inhabited by several genteel families. The residence of Colonel Clewes, a fine brick mansion, may be distinctly seen. The towers of

ELVASTON CASTLE

May also be discerned to the left amongst the trees which flourish around them. It is the residence of the Right Honourable the Earl of Harrington. The village of Elvaston comprises, in its jurisdiction, the manors of Ambaston and Thurlston, which belonged, in the reign of Edward the Confessor, to Geoffrey Alselin. This Geoffrey was ancestor of the baronial family of Hanselyn, whose heiress brought this manor and the rest of the barony to the Bardolphs. Walter Blount, who was raised by Edward IV. to the dignity of Baron Mountjoy, was born at this place; he as well as many of his descendants were eminent for learning. He became possessed of these estates, and from him they passed, sometime before the reign of Henry VIII., to the Poles of Radburn, but about the end of the same reign they came into the possession of the Stanhopes. It was one of the seats of Sir John Stanhope, who died in 1610, having settled the Elvaston estate on Sir John Stanhope, his eldest son, by his second wife. Thomas Stanhope, Esq., of Elvaston, grandson of Sir John Stanhope, the younger, had three sons. William the youngest, who succeeded to the estates on the death of his elder brothers, was a person of distinguished abilities; and early in life was appointed Envoy Extraordinary to the Court of Spain. His diplomatic talents were not his only qualification, for his bravery appears to have been equal. On the accession of George I., he had been made colonel of a regiment of dragoons; and in 1719 headed a detachment to assist the English squadron, in the attack made on the enemy's ships in Port St. Anthony. His

conduct greatly contributed to the success of the expedition; for when the boats approached the shore he was the first who leaped into the water, and the destruction of three men of war, and a very large quantity of naval stores, was chiefly effected through his contrivance and courage He was nominated by George II. ambassador and plenipotentiary to the Congress of Soissons; and, in 1729, was advanced to the dignity of a British Peer, by the style and title of Lord Harrington, of Harrington, in the county of Northampton. In 1742, he was created Viscount Petersham, in the county of Surrey, and Earl of Harrington, and having filled some intermediate offices, was, in November, 1746, made Lord Lieutenant-General and Governor-General of the Kingdom of Ireland. In 1747, he was constituted General of his Majesty's foot forces, and, in 1751, was succeeded by the Duke of Dorset, as Lord Lieutenant of Ireland. He died in the year 1756. The life of William, the second Earl, offers nothing particularly remarkable; that of Charles, the third Earl, abounds with vicissitudes and splendid actions.

The inhabitants of Elvaston and Ockbrook were formerly required, by mutual agreement, to "brew four ales, and every ale of one quarter of malt, and at their own cost and charges, betwixt this and the feast of St. John the Baptist, next coming." And every inhabitant of Ockbrook "shall be at the several ales," and every husband and wife were to pay twopence, every cottager one penny, and all inhabitants of the said towns of Elvaston, Thurlaston, and Ambaston, "shall have and receive all the profits and advantages coming of the said ales, to the use and behoof of the said church of Elvaston; and the inhabitants of the said towns of Elvaston, Thurlaston, and Ambaston, shall brew eight ales betwixt this and the feast of St. John the Baptist, at the which ales, and every one of them, the inhabitants shall come and pay as before rehearsed, who if he be away, at one ale, to pay at the to'ther ale for both, or else to send his money And all the inhabitants of Ockbrook shall carry all manner of tymber, being in the Dale-wood now felled, that the said priest of the said towns of Elvaston, Thurlaston, and Ambaston, shall occupy to the use of the said church." This is quoted merely to show the ancient method of paying money for the repairs of country churches.

Elvaston Castle then the seat of the Lady Stanhope, is said to have been plundered in the month of January, 1643, by Sir John Gell's soldiers, who demolished a costly monument, newly erected to Sir John Stanhope, and who committed great outrages in the family vault. Mrs. Hutchinson speaks of this as the act

of Sir John Gell himself, and attributes it to personal enmity towards the deceased. This outrage, according to the same authority, seems to have led to the singular circumstance of Sir John Gell's marrying the widow. She says, "He (Sir John Gell), pursued his malice to Sir John Stanhope with such barbarism after his death, that, pretending to search for arms and plate, he came into the church and defaced the monument, that cost six hundred pounds, breaking off the nose and other parts of it; he digged up a garden of flowers, the only delight of his widow, upon the same pretence; and thus woo'd that widow, who was, by all the world, believed to be the most affectionate and prudent of woman kind; but deluded by his hypocrisies consented to marry him, and found that was the utmost point to which he could carry his revenge, his future carriage making it appear, that he sought her for nothing else but to destroy the glory of her husband and his house." In the parish church of Elvaston is the monument of the Sir John Stanhope, who died in 1610, with the effigy of the deceased (in armour), and that of his lady. Bassano, who took notes of the monument in Elvaston church, in 1710, speaks of an unfinished monument of the late Sir John Stanhope, in an apartment 18 feet by 9, paved with black and white marble, attached to the north side of the church. He speaks of the monument of Sir John Stanhope, the elder, as having been considerably injured in the civil war, saying, "It was probably the monument which was injured by Sir John Gell's soldiers—the hands of the figure of Sir John Stanhope are still wanting." The church of Elvaston, which had been given to the priory of Shelford, in Nottinghamshire, most probably, by its founder Ralph Hanselyn, was granted to Sir Michael Stanhope in 1539. The Earl of Harrington is impropriator and patron of the vicarage. We have before-mentioned the payment of church ales towards its support, by Spondon and other villages. The Hall at Elvaston has lately been rebuilt in the Gothic style.

About a mile from the Railway, a few of the houses of the village of Alvaston can be distinguished. Alvaston is a parochial chapelry, and was a chapel belonging to the church of St. Michael in the 12th century, but it appears by the chantry roll of 1547, that it had then been long deemed a separate parish. The manor of Alvaston, then called Alewoldstune, was held by Tochi, at the time of the Doomsday survey, under Geoffrey Alselin, and descended through a variety of owners to William Sacheverell, Esq., who died seized of it, in 1557; it afterwards passed to a branch of the Alestrey family, who had a seat thereabouts. The money and hall passed by marriage to the family

of Borrows, and was sold in 1812 by John Borrow, Esq., to John Elliot, Esq. The Earl of Harrington purchased the manor of Mr. Elliot, and Mr. Joseph Wheeldon the Hall and some of the demesne lands. The tithes of Alvaston formerly belonged to the Abbot and Convent of Darley, as part of the Rectory of St. Michael. In the reign of Henry VII., after a long period of litigation concerning their respective rights, between the Abbot of Darley and the Vicar of St. Michael's, and the inhabitants of Alvaston, it was agreed, that the Abbot and Convent should have the tithes of hay and corn, that the inhabitants should present a chaplain, that they should pay him £3 per annum, and that he should have the small tithes and oblations. St. Michael's appears to have been then acknowledged as the mother church, from the circumstance of their having agreed to attend divine service there, once in every year. The impropriation belonged formerly to the Corporation of Derby, under Queen Mary's grant; but was alienated to the Alestreys, and passed with the manor, &c., to the family of the Borrows. An allotment was given in lieu of tithes to John Borrows, Esq, at the time of the enclosure in 1802. The inhabitants still nominate the perpetual curate.

CHADDESDEN.

We now obtain a view on the right of part of the village of Chaddesden. This place in Doomsday Book is called *Cedesdene*, and is merely a small chapelry in the parish of Spondon, from which place it is distant one mile and a half. Sir William Plumpton, who died in 1480, was seized of the tithe manor of Chaddesden by inheritance from Sir Robert Grene. From one of the coheiresses of Sir William Plumpton, this manor descended to the family of Clifford, and was sold by George Clifford, Earl of Cumberland to Francis Curzon. In the year 1593, Robert Newton, Esq., died, seized of the manor of Chaddesden, which he had acquired of Francis Curzon, Esq., of Keddleston, leaving Thomas, his son and heir. This manor has been long united to that of Locko. The principal landed property belongs to Sir Robert Wilmot, Bart., whose ancestors have had their seat there for several generations. Edward Wilmot, M.D., of Chaddesden, physician to King George II., and also to King George III. during great part of his reign, was created a baronet in 1759, and was grandfather to the late Sir Robert Wilmot.

The Church of Chaddesden is dedicated to St. Mary, and is said to have been built before the time of Edward III., for in the twenty-ninth year of his reign, a grant was made of one messuage, and thirteen acres of land, to three chaplains in the church of Chaddesden; and in the fourth year of Richard II. various donors gave to the singers at the altar of the Blessed Mary, in the chapel of Chaddesden, two messuages, one toft, and sixty acres of land, held of the Duke of Lancaster. It appears, from the registry of burials, that Thomas Harris, aged 107 years, was buried February 29, 1659; but there is no mention of John Peck, a pensioner of the Gilbert family, who is said to have died in May, 1666, at the age of 105. The school, at Chaddesden, was founded in 1705, by Robert Walker, who gave a piece of land, now let at £1. 4s. per annum, for the education of three children. John Berrysford, of Newington Butts, in 1813, gave £600, three per cents., the interest of which was to be given to the poorest orphans and widows of the parish of Chaddesden.

DERBY.

We now exchange the green fields and quiet villages for the hurry and bustle of a manufacturing town, for long before our description of Chaddesden is concluded, Derby appears to the eyes of the traveller, and the first object of interest presents itself in the lofty tower of All-Saints Church, the largest place of worship in Derby, whilst as the train proceeds, St. Michael's and St. Alkmund's may also be clearly distinguished. About half a mile from the Derby Station the line makes a considerable curve to the left, and joins the North Midland Railway a little to the north of the Derwent. This Railway is rather more than seventy miles in length, and passing the towns of Belper, Chesterfield, Rotherham, Barnsley, and Wakefield, terminates at Leeds; but by its junction with the York and North Midland in the neighbourhood of Wakefield, the line of Railway communication is continued to York, from whence it is taken up by the Great North of England Company, and extended to Newcastle-upon-Tyne. A Company called the Great North British Railway have deposited their plans for the decision of Parliament, with a view of obtaining an act for the formation of a Railway from Newcastle to Edinburgh. Thus, in a few years, we may expect the capital cities of England and Scotland to be brought within the compass of a few hours' journey. Having passed the junction

with the North Midland, our traveller crosses a bridge over the river Derwent. This river has its source in the moors of the northern extremity of the county. Before it reaches the village of Derwent, it is called the Wrongsley. For a few miles it forms the boundary between Derbyshire and Yorkshire. Before it enters Derbyshire again it receives a small stream which rises also in the Wolds, called the river Westend; after passing Derwent, it receives the river Ashop, which rises also in the Wolds; between Brough and Hathersage, it receives the river Now, which, rising on the hills above Edale, passes by Hope and Brough, and falls into the Derwent at Malham Bridge, in Hathersage. The Derwent then passes through some beautiful valleys, between Leam and Over Padley, to Grindleford Bridge, by Stoke Hall and Froggatt, between Calver and Corbar, to Baslow; thence through Chatsworth Park, near Beeley, to Rowsley; thence through Darley Dale, and near Darley village, to Matlock, where it contributes greatly to the beauty of its romantic scenery; from Matlock, by Cromford, to Hotstandwell Bridge; thence under Crich Common to Belper Makeny and Millford, between Holbrook and Duffield; between Allestrey and Breadsall, by Darley and Little Chester to Derby. From Derby it pursues a winding course, near Ambaston and Draycott, between Great and Little Wilne, to its conflux with the Trent, about a mile beyond the former. The Derwent is said to be about 46 miles in length, and was formerly navigable from Wilne ferry to Derby, but the navigation was given up when the Derbyshire canals were completed in 1794. In the time of floods it swells considerably, and inundates the surrounding meadows It has been observed, that owing to the rapidity of its current, and its reception of the many warm springs that mix with its waters, the temperature of the Derwent is warmer than that of rivers in general; and that in summer it frequently raises the thermometer to 66 degrees. The different prospects which present themselves to the eye, along the route of this fine river, can hardly be equalled for picturesque beauty, or in richness and variety of scenery.

The town of Derby may here be distinctly observed; in one part a brick erection, like a high chimney, is to be seen, but on a closer inspection it will be found to contain windows; it is the famous shot tower of Messrs. Cox and Co., who rank amongst the most extensive manufacturers of this article in the kingdom. Having nearly arrived at the station of the Company, we cross another bridge of iron, over the Derby canal. This canal is wholly in the county of Derby, commencing at the Trent and

Mersey canal, north of Swarkston, passing by Derby, with branches to Little Eaton, and the collieries in Bootle Vale and Denby; and terminating in the Erewash canal, half a mile south of Sandiacre. The chief traffic upon it consists in the transit of coal, building stone, gypsum, and other articles. We now enter the Station yard, passing on the left the engine-house, and workshops.

THE STATION

Is a handsome brick structure, of very great extent, being erected for the accommodation of the Midland Counties, North Midland, and Birmingham and Derby Companies. It was built by the North Midland, and is under the management of its directors; but the other Companies pay six per cent. on that proportion of the cost which is for their accommodation. The entire area enclosed is twenty-six acres. The Station consists of offices for the booking of passengers, waiting rooms, apartments for the directors, secretary, and other officers; warehouses for goods; a shed of unequalled extent, and great lightness, to cover in the landing places of the railways; and separate engine-houses and workshops. The refreshment rooms are handsome. The shed is so spacious as to cover nine several lines of rails; the walls which support the roof have open arches in their whole length; the entire width of the shed is about 140 feet, under three roofs, one of 56 feet span, and two of 42 feet span each. The roofs are of very light, yet strong construction, containing an ample space of windows to enlighten the area below, and supported by *sixty* fluted cast iron columns, 22 feet high. The apex of the roof is 38 feet high. The length of the main shed is 450 feet, but one of the three roofs is prolonged by wings to the length of 1,050 feet, by 42 feet wide. The engine-houses and workshops are separate for the three Companies; those of the North Midland are very tastefully and admirably constructed. The engine-house is a polygon of sixteen sides, and 190 feet in diameter, lighted from a dome-shaped roof, of the height of 50 feet. It contains 16 lines of rails, radiating from a single turn-table in the centre: the engines, on their arrival, will be brought in here, placed upon the turn-table, and wheeled into any stall that may be vacant. Each of the 16 stalls will hold two, or perhaps more engines. The carriage-houses and workshops form wings to the polygon, 160 to 180 feet in length, it being intended to repair every thing on the spot. A hotel

is shortly to be erected at the entrance to the station. The whole of the works at this station have been built by Mr. Jackson.

The nearest road for the traveller to enter the town is along Siddal's Lane and through the Cattle Market, into the Market Place. The most agreeable walk, however, is along the London Road, which will also conduct him to the Market Place. Should it be inconvenient to walk, omnibuses ply regularly to the Station from several inns in the town, and afford a ready mode of conveyance.

The county town of Derby lies on the great road from London to Manchester, being 126 miles from the former, and 60 from the latter. We are informed by Ethelward, a Saxon of the blood royal, in his chronicle, that the Saxon name of this town was Northworthige, and that the Danes gave it the name of Deoraby. The Saxon Chronicle speaks of it by the latter name only. Other historians say that it derives its name from its proximity to the river Derwent; Derby being a contraction of Derwentby, by which name it was called by the Danes. In the time of Edward the Confessor, Derby was a royal borough; the number of its burgesses being then 243, exclusive, as it appears, of 41 burgesses who occupied lands adjoining the town. At the time of the Norman Survey, the number of burgesses was reduced to 140, forty of whom are described as of inferior degree. At this time, there were 103 dwellings waste and empty, which had formerly paid taxes. Two parts of all taxes, tolls, and customs, then belonged to the king, and the remaining third part to the earl. King Henry I., when Duke of Normandy, granted the town of Derby to Ralph, Earl of Chester. The burgesses held the town in fee before the year 1204, when King John granted them the same privileges as the burgesses of Nottingham, on condition of them paying £10 per annum in addition to the old rent. The borough was then governed by a Provost, the charter giving them power to elect and remove him at pleasure. King Henry III. granted, as a privilege, to the burgesses, in 1261, that no Jew should reside in Derby. In 1330, it appears that among the privileges which the burgesses of Derby claimed, were four weekly markets, to be held on Sunday, Monday, Wednesday, and from Thursday eve to Friday eve; a fair on Thursday and Friday in Whitsun week, and another for seventeen days, commencing eight days before the festival of St. James. King Richard III. granted them power to choose a bailiff, to have a gaol, &c. Queen Mary, in 1553, granted them several houses, lands, and tithes, which had belonged to the Abbey of Darley; the College of All-Saints; the Gild of the Holy Trinity; the chantry of St.

Mary, in the college above-mentioned; the free Chapel of St. James, with all its lands; the Church of St. Michael; and the advowson of the Church of Lowne, otherwise Heath; then valued altogether at £77 2s. 7d. per annum, the bailiffs paying a rent to the crown of £41 15s. 10d. Queen Elizabeth first granted them the privilege of having two bailiffs. King James I., in 1611, granted them a charter by which the Corporation was made to consist of two bailiffs and twenty-four burgesses, with a recorder, chamberlain, and other officers. One of the privileges granted by King James's charter was, that no stranger should carry on trade in the town, except at the markets and fairs. King Charles I., in 1629, granted the burgesses a new charter, under which the body corporate consisted of a mayor, nine aldermen, fourteen brethren, and fourteen capital burgesses; the chief officers were a high steward, recorder, and town clerk. Henry Mellor was appointed the first mayor.

Derby has sent members to Parliament ever since the year 1294; the right of election was in the freemen and sworn burgesses, the number of which, in 1712, was about 700; the number is now greatly increased. The first Earl of Macclesfield, before he was raised to the peerage, twice sat in Parliament for this town. For more than a century one of its representatives was of the Cavendish family.

It appears that in former times the town of Derby was famous for dying cloth, and that one of the privileges granted by King John's charter to the burgesses was, that no one should dye cloth within ten leagues of Derby, except at Nottingham. It is said, also, to have been a great mart for wool. The chief trade of Derby about a century ago, consisted in malting and brewing ale, which was in great request, and sent in considerable quantities to London; the trade in corn and baking of bread, for the supply of the northern parts of the county, was also carried on to a great extent. Camden speaks of the Derby ale as being very celebrated a century earlier, and Fuller, alluding to it, says, "that never was the wine of Falernium better known to the Romans, than the canary of Derby to the English thereabout." The malting business is not carried on to so great an extent now as formerly.

About the beginning of the eighteenth century the first silk mill established in England was erected at Derby, by Mr. Crockett; it is spoken of as a singular curiosity in Mr. Wolley's manuscript account of Derbyshire, written in 1712. The machinery of this mill having proved inadequate to its intended purposes, the projector soon failed, and the works were aban-

doned. A few years afterwards, Mr. John Lombe, an excellent mechanic and designer, went to Italy, and having by bribery procured the assistance of two artists from the silk mills there, made drawings and models of the machinery; and having with difficulty made his escape, returned to England with the two Italians about the year 1717. The next year he procured a patent; but before he could enjoy the fruit of his labour, he fell a sacrifice to Italian vengeance, being poisoned by a female emissary deputed from Italy by the manufacturers there for that purpose. After the death of a brother, the concern fell into the hands of his cousin, Sir Thomas Lombe, who died in 1738. These silk mills, which are still worked, are the property of the Corporation, and have long been occupied by Mr. William Taylor. The manufacture of stockings was introduced into Derby about the same time as the silk mill. About the year 1756, Messrs. Strutt and Woollatt commenced their ingenious invention of making ribbed stockings, for which they had obtained a patent. Mr. Pilkington supposed that, in 1789, there were about 170 stocking frames in the town, and that the hosiers of Derby employed nearly six times as many in the neighbourhood. The stocking manufacture has been considerably increased since that time. The porcelain manufactory, at Derby, is famous for its beautiful specimens, and was established about the year 1750, by Mr. Dewsbury; the Derby porcelain has long been held in high esteem, and has of late years been much improved in its composition and ornaments. The clay and granite used in making this article are brought from Cornwall. This manufactory now belongs to Mr. Bloor, who employed at one time two hundred workmen.

The earliest event relating to the town of Derby recorded in history, is its capture by the Danes, about the year 918, and its recapture by Alfred's daughter, Ethelfleda, Countess of Mercia, who boldly attacked the castle and took it by storm, after a severe struggle. It subsequently fell again into the hands of the Danes, from whom King Edmund recovered it, with four other towns, in 942. It is probable that the castle at Derby was suffered to go to ruin after the Norman conquest. It stood south-west of the town, on an elevation called Abbot's Hill, having its principal entrance from the spot called Castle-fields and Castle-street. Its fortifications ran down to the edge of the river Derwent. After the Conquest, we find no event of much note relating to this town for several centuries. King Edward II. appears to have been at Derby with his army just before the Battle of Boroughbridge; and it was here that Sir Robert de Holand surrendered himself to his mercy, and was sent prisoner to Dover

Castle. On the 13th of January, 1585, that unfortunate captive Mary Queen of Scots, was lodged one night in Derby, on her road from Wingfield Manor House to Tutbury Castle. "This day," says Sir Ralph Sadler, in whose custody she then was, "we remove this Queen to Derbie, and to-morrow to Tutbury; the wayes being so foul and deep, and she so lame, though in good health of body, that we cannot go thoroughe in a day." Again, "I have given strait order to the bailiffs, and others of Derbie, to provyde that there be none assemblie of gasing people in the stretes, and for all quietnes as much as may be done. I have written letters to Sir John Touch, Sir John Byron, Sir Thomas Cobayne, Mr. John Manners, and Mr. Curzon, to be ready to attend this Queen to Derbie, with but a small traine." So jealous was Elizabeth of any opportunity being afforded to her royal prisoner of gaining popularity, and so active were her spies in reporting the most minute occurrences which might be supposed to have that tendency, that we find, notwithstanding all his precautions, Sir Ralph gave great offence by granting his prisoner the accommodation of sleeping at Derby. He defended himself in a long letter to the Lord Treasurer, Burleigh, stating it was much against his will that he lodged her in Derby, but there was no other place where he could stop, as he had sent every where round about to inquire; and that he had appointed men to watch the house all night, also the ends of the town, in order to secure the safe custody of his charge. Sir Ralph concluded by expressing a wish that the person who had given information that he had stayed in Derby to gratify himself, had been better informed upon the subject. The house where Mary Queen of Scots was lodged is still in existence, and stands in Babington Lane It was afterwards the residence of Sir Simon Degge, author of the Parson's Counseller, and editor of Erdswick's Staffordshire: and is now occupied by the Rev. William Fletcher, M.A., Head Master of the Derby Grammar School.

In the year 1635, King Charles I. visited Derby, accompanied by the Elector Palatine. In the month of August, 1642, he marched through it with his army. In the same year Sir John Gell came with his forces, and garrisoned the town for the Parliament. Sir Thomas Fairfax was also here in the spring of 1643. Sir John Gell continued to be the Governor in 1645, and it appears that not long afterwards the town was ungarrisoned and the soldiers disbanded. In 1659, there was an insurrection against the powers placed in authority by the Commonwealth. On the 21st of November, 1688, the Earl of Devonshire, who was one of the most zealous promoters of the Revolution, came with a

retinue of 500 men, and read the declaration of the Prince of Orange. On the 4th of December, 1745, Charles Edward Stuart, commonly called the young Pretender, having, in the prosecution of his rash enterprize, penetrated into the heart of the kingdom, entered the town; his army, consisting of about 7,000 men, commanded by the Dukes of Athol and Perth, Lord Balmerino, and other officers, had preceded him, and, previous to his arrival, had obliged the common crier to proclaim him Regent. He was lodged at a house then belonging to the Earl of Exeter, in Full Street, now occupied by W. E. Mousely, Esq., and the inhabitants were in great dismay at the arrival of the rebel army, who plundered the town to a considerable amount, and committed several outrages; they were soon relieved, however, from their troublesome visitors, for on the second evening of their stay, a council of the rebel chiefs was held, in which, after very warm debates, it was resolved to abandon the enterprise; in consequence of this determination, early on the morning of the 6th they made a precipitate retreat by way of Ashborne, and returned to Scotland.

On the 3d of September, 1768, Christian VII., King of Denmark, passed through Derby, attended by his grand Chamberlain, Count Bernsdorff, and slept at the George Inn. Derby has been the birth-place of several very distinguished characters: amongst whom may be mentioned Flamstead, the Astronomer Royal, under whose superintendence the Observatory at Greenwich was erected, and the author of many astronomical works. He was educated at the Free Grammar School. Joseph Wright, an artist, whose paintings, especially those which represent the effects of moonlight, firelight, and candlelight, are much esteemed, was born at Derby in the year 1734, and died at his native place in the month of August, 1797. Dr. Thomas Linacre, physician to King Henry VII. and Henry VIII., founder of the College of Physicians; and Thomas Whateley, author of many botanical works, were also born here.

Derby gave the title of Earl to the ancient family of De Ferrars; afterwards to the Plantaganets who were of the royal blood; the Stanley family have enjoyed it ever since the year 1485. There were, in ancient times, four religious houses in Derby:—the Abbey of St. Helen's, afterwards removed to Derley or Darley; a priory of Benedictine nuns; a small priory of Cluniac monks, dedicated to St. James; and a convent of Dominican friars. The survey of Doomsday enumerates six parish churches, but now there are only five—they are All-Saints', St. Alkmund's, St. Michael's, St. Peter's, and St. Werburgh's.

There are also here three churches which have been erected

during the last few years, viz.:—Trinity, situate on the London Road; Christ's, erected in memory of Bishop Rider, the late Diocesan, on the Normanton Road; and St. John's, in the Bridge Street. The latter was erected at the expense of £7,000., from a design by Mr. Goodwin, of London, and is a Chapel of Ease to St. Werburgh's.

All-Saints, as first in the list, and being also the largest, claims pre-eminence in our notice. The present fabric was built after the design of Gibbs, in the years 1723, 24, and 25. The money required for the purpose was raised principally by subscriptions, through the exertions of Dr. Hutchinson, the curate, who himself subscribed the sum of £40. The celebrated Countess of Shrewsbury lies buried near the south wall; in the middle of the aisle lie the remains of William, second Earl of Devonshire, who died in 1628, and Christian, his Countess, daughter of Edward, Lord Bruce. The Countess of Besborough (daughter of William, Duke of Devonshire) and William, Earl of Besborough, both lie buried under the south wall. All the Earls and Dukes of Devonshire, of the Cavendish family, lie buried in the vault at Derby. The Earl of Northampton, who was killed at the battle of Hopton Heath, near Stafford, on the 19th of March, 1643, is also interred in All-Saints; the young Earl begged of Sir John Gell to give him the dead body of his father, but he would not, and had him embalmed and conveyed to Derby; but it was three months after the battle before his remains were allowed to rest in peace. There are also other monuments to the memory of distinguished personages.

The parish of St. Alkmund extends some distance into the country, comprising the townships of Darley and Little Chester, and the parochial chapelries of Little Eaton and Quarndon. The parish church of St. Alkmund is said to have existed in the time of the Saxons; it is dedicated to St. Alkmund, son of Alurid, King of Northumberland, whose body, after having been interred at Littleshill, in Shropshire, is said to have been removed to this church; he was killed in battle, whilst endeavouring to reinstate his father upon the throne of Northumberland. Many miracles were reported to have been wrought at his tomb, and consequently, it was much resorted to by devotees. The church formerly belonged to the College of All-Saints, but after the Reformation, it was given to the mayor and burgesses of Derby. The Roman Catholics have lately built a splendid church, called St. Maries, which is situate in the Bridge Gate, and was opened in 1839 with great pomp and ceremony. There are meeting-houses for the Members of the Society of Friends, General Bap-

tists, and Wesleyan Methodists. The Friends' meeting-house was one of the earliest belonging to that sect; indeed, we find from the journal of George Fox, their founder, who was imprisoned at Derby for nearly a year, that they first obtained the appellation of Quakers, by which they are now generally known, at Derby. "Justice Bennet, of Darby," says he, "was the first that called us Quakers, because I bid him tremble at the *word of the Lord;* this was in the year 1650." The present meeting-house was built in 1808.

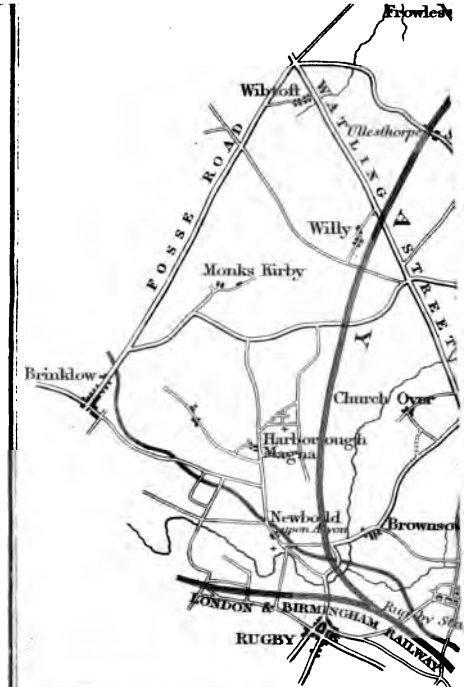
The parish of St. Michael contains nothing remarkable. The church, which had belonged to the Abbey of Derby, was given by Queen Mary to the bailiff and burgesses, with the churchyard, &c.; but the vicarage is still in the gift of the crown. The parish of St. Peter is extensive, comprising a large portion of the borough of Derby, the township of Litchurch, and the chapelries of Bolton, Normanton, and Osmaston. There are no remarkable monuments in the church of St. Peter. It was given to the monks of St. Helens, at the time of their removing to Derby, by Hugh, Dean of Derby. The impropriation has long been in the Dixie family. The Free School, one of the most ancient endowments in the kingdom, is in this parish. About a quarter of a mile from the town, and also in St. Peter's parish, stands the General Infirmary, which was built by subscription, and opened in the year 1810. The structure is of stone, and was erected after the designs of William Strutt, Esq., at an expense of £30,000. It is in a quadrangular form, and three stories high. There was also an ordnance depot in this parish, which was completed in the year 1805, from a design of the late surveyor-general of the works, James Wyatt, Esq. The armoury of the ground floor was capable of containing 15,000 stand of arms; but it was purchased of Government some years ago by Messrs. Moore and Wilson, and converted by them into a silk mill, who also manufacture velvets. The village of Osmaston, and Osmaston Hall, the seat of S. Fox, Esq., are in this parish.

The parish of St. Werburgh is large, but does not extend beyond the borough. In the year 1602, the spire of the church was blown down by a storm, which destroyed the chancel and part of the church. The church itself originally belonged to Darley Abbey. The impropriation is now vested in Lord Scarsdale. The vicarage is in the gift of the crown. There are several religious meeting-houses in this parish; a Unitarian chapel, and many Sunday Schools, &c., &c. There is also an hospital, founded by Edmond Large, of Derby, deceased, for clergymen's widows.

The Town Hall is situate in the Market Place; it was built about the year 1829, the old Hall having been pulled down the year preceding; the Assembly Room, built in 1774, is also in the Market Place. The County Hall was erected in 1659, and was much improved a few years ago. The County Gaol was erected in 1827. The Theatre was built in 1773.

Derby now holds its Assizes regularly, being a county town. Until the reign of Henry III. the assizes were held in Nottingham, when they were ordered to be held alternately at Derby and Nottingham, and the Sheriff served for both counties; but in 1566 an Act was passed, allowing a sheriff to each county, since which time the assizes have been regularly held at each county town.

Breadsall
NORTH MIDLAND RAILWAY
DERBY
Chaddesden
Spondon
Derby Station
Spondon Station
Ockbr
BIRMINGHAM & DERBY RAILWAY
Borrowash Station
Elvaston
Shardlow



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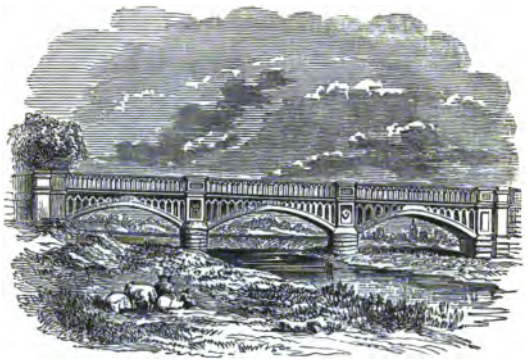
FROM THE JUNCTION

AT

LONG EATON.

After passing the Long Eaton Station on the Nottingham and Derby line, the train almost immediately turns to the left, along an embankment, called the Nottingham curve, and approaches the banks of the river Trent, which has flowed in a line with the railway for several miles. To the right may be observed the Nottingham and Derby line, which the traveller has just left, and the Derby curve (the railway at this point forming a triangle): but we must refer our readers to the *map*, where it will be seen that the train from Nottingham proceeds west to Derby, and south on leaving Long Eaton Station for Rugby. Within the western angle, adjoining the Erewash canal, a basin, and an extensive coal and coke depôt, are in course of construction. To the left may be observed Thrumpton Hall, the seat of the late John Emerton Wescombe, Esq. The gardens and house are delightfully situated on the banks of the Trent, the latter having lately undergone extensive repairs. The village and church are only a short distance from the hall, though not visible. The benevolent proprietors (the Misses Wescombe) spare no pains to improve the estate, and to render all happy around them. Almost before the traveller has read these few lines, the train will have passed the bridge over the Cranfleet cut, which branches from the Trent, and again joins it below the weir and bridge. The locks are exactly under the bridge, the arch of which is about twenty-five feet span.

Having passed an occupation bridge, leading to a farm, we come immediately to the splendid bridge over the Trent.



THE TRENT BRIDGE.

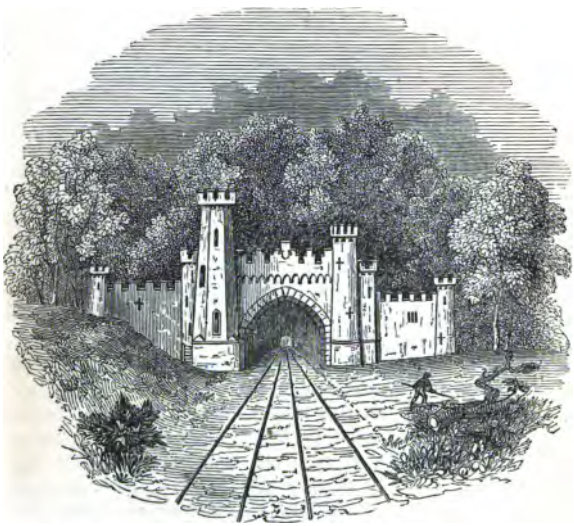
Three cast-iron arches, of one hundred feet span, support the engine and its burden as it moves along. The abutments and piers are of stone—the latter being forty feet wide, ten feet long, and twenty-two feet below the level of the water. There is also a versed rim of ten feet to the arches, the width of road-way measuring twenty-seven feet. On the north side there are two twenty-five feet flood arches. The bridge was commenced in June, 1838, and is now almost completed; the contractor for the line, as far as Loughborough, is Mr. Mackenzie, but the Butterley Company furnished the ironwork for the construction of the bridge. To the right is a weir, in the shape of a horse-shoe, formed many years ago. Above it, to the left, the traveller will perceive the river Soar, which, after a course of many miles through the county of Leicester, empties itself into the larger river. Boats for the south here turn from the Trent to the Soar, which has upon its banks many villages to which it gives a name, as Ratcliffe-on-Soar, Normanton-on-Soar, &c., &c.

The river Trent, is stated by some antiquarians to derive its name from the French word *Trente*, and to support this derivation they have asserted that it is made up of thirty different rivers. Others allege, that thirty sorts of fish are to be found in its waters. From the length of its course, the Trent is accounted

the third river in England, and is considered as the boundary of the two great divisions of north and south. It has its source near Biddulph, on the borders of Cheshire, out of New Pool, and two springs flowing from Molecop. It first becomes a boundary between Derbyshire and Staffordshire, in the parish of Croxall, between that village and the township of Catton, with Catton Hall on its banks. It passes close to Drakelow and Aulton, Stapenhill and Newton Solney: a little beyond which villages it enters the county of Derby, separating it from east to west in a course of about twenty-four miles, and passing between Willington and Repton, by Twyford and Barrow, between Swarkstone and Stanton, by Weston, Shardlow, and Sawley. It leaves Derbyshire about a mile and a half from Long Eaton, at its junction with the Erewash, and then flows past Beeston (where there is a weir), Clifton, Wilford, Nottingham (an antiquated brick bridge crossing it a mile and a quarter from the town), by Sneinton, Colwick, Stoke, Burton Joyce, Hoveringham, Fiskerton, Kelham (at which place there is a singular wooden bridge), Newark, and then down the borders of Yorkshire, where it meets the Ouse, and their united streams form the Humber. The bridges above Nottinghamshire are Burton, Swarkstone, Saw-

ley, and New Wilne. The latter is called Cavendish Bridge, and was erected by the Cavendish family, before which time there was a ferry at that place. The river Trent was made navigable by the Earl of Uxbridge, to Burton Bridge, in Derbyshire, but a canal having been since made, the navigation is almost stopped. The Trent does not flow into Leicestershire at all, being confined to Staffordshire, Derbyshire, Nottinghamshire, Lincolnshire, and Yorkshire; it may, however, be styled a Midland Counties river. In rainy seasons it overflows its banks to a great extent, and the agriculturalists of Derbyshire, Nottinghamshire, and Leicestershire, have on many occasions been great sufferers in consequence.

On reaching the opposite end of the bridge, the train enters the Red Hill tunnel, so called from its being carried through a hill of hard red clay, which also gives the name of "Red Hill" to several adjoining farm houses.



RED HILL TUNNEL.

The entrance to Red Hill tunnel is in the Norman style, and consists of a tasteful display of castellated architecture; the arch being flanked by towers and battlements of stone; giving to the

whole an appearance extremely interesting. The interior of the tunnel is lined with red bricks, and is about one hundred and seventy yards long, and in the form of a horse-shoe. It measures twenty-six and a half feet in diameter at the widest point, and twenty-three feet diameter at the level of the rails; from the rails to the roof it is twenty-four feet seven inches. The material excavated consists of very strong red marl and gypsum, nearly the whole of which, previous to its removal, had to be blasted with gunpowder. During the construction of this part of the works, two coins of Augustin and Vespasian, and several skulls were found; and in a field adjoining, belonging to Mr. Chamberlain, about two feet below the surface, the remains of a Roman camp, and some portion of tresselated pavement have been turned up by the plough.

On emerging from the tunnel, the view is extremely beautiful; to the right appear the counties of Nottingham and Leicester, with the lofty spire of Donnington church, about three miles distant, and to the left the hills form, as it were, a barrier to encroachment upon either county; green fields and verdant hedge-rows filling up the intervening space.

CASTLE DONNINGTON

Is a small market town, in the hundred of Goscote, in the county of Leicester, and is a place of some repute. The remains of the castle (from which the town derives its appellation) are situate on an eminence; this edifice was erected by Eustace, Baron de Haulton, in the 12th century. During the proscription among the Barons, it was demolished by order of the King, and has since remained in ruins. The Trent forms a boundary to the north-western extremity of the parish, and is crossed by a bridge about two miles from the town, called Cavendish Bridge. The Soar flows between it and the railway, forming another boundary. The parish church, situate in the middle of the town, is dedicated to St. Luke; the incumbent is the Rev. John Dalby, and the Marquis of Hastings is patron of the living. The latter has a magnificent seat, called Donnington Park, about a mile from the town; it was erected in 1795, by Lord Rawdon, the father of the present nobleman, and is universally admired for the bold and romantic scenery with which it is surrounded. The south-front of the house, the whole of which is built of white stone, found on the spot, is particularly beautiful; in the centre there is a lantern tower over the portico, which is chastely and

very elegantly designed, and superior perhaps to anything of the kind in the kingdom. The park, containing three hundred acres, is highly picturesque and beautiful; and Donnington cliff, which overhangs the river, has been the theme of general admiration. The appearance of the country is very fertile, and the views from the summit of the hill, upon which the town is situate, of great extent and beauty; in fine weather the towers and spires of Nottingham and Derby are distinctly visible. The market is held on Saturday, and the fairs on the 18th of March and on Michaelmas-day. The Independents have a chapel at Castle Donnington, and there formerly existed a hospital, dedicated to St. John the Baptist, founded by John, Baron of Haulton, for a governor and thirteen brethren and sisters, but at the dissolution it was granted to the Earl of Huntingdon. The General Baptists, Wesleyan Methodists, and Society of Friends, have also their respective meeting houses. According to the revised list, in 1839, the number of freeholders in the Lordship amounted to 169.

We now pass under a bridge, which carries the road over the railway from Ratcliffe-on-Soar to Nottingham. The village of

RATCLIFFE

Appears to the right, and is situate within a hundred yards of the line. The church is rather large, with a spiral steeple, and may be very plainly seen. The village is exceedingly wet and cold in winter, being much subject to floods. Speaking of the origin of the name of Ratcliffe, Thoroton, in his History of Nottinghamshire, says, "this town, whose name importeth as much as *Red Hill*, or *bank*, situate upon the river of *Sore*, and nearer the river Trent than *Kinston*," &c. &c. The church-yard contains some very ancient grave-stones, and also some singular ones. One dated 1782, informs us of the death of Robert Smith, aged 82 years, and runs thus:—

> "Fifty-five years it was, and something more,
> Clerk of this parish he the office bore;
> And in that space 'tis awful to declare,
> Two generations buried by him were."

In the village there is a free school for poor children. The Soar runs close to the village, on its way to join the Trent, near the bridge at Red Hill. After passing Ratcliffe, the village of

KEGWORTH

Becomes distinctly visible, situate on an acclivity about a mile to the right. This place was anciently written *Cogeworde*, and is

near the Soar. In its vicinity are several corn mills and breweries, of considerable business. Part of the population are employed in figuring lace, and in framework-knitting, but the majority in agriculture. The parish church is dedicated to St. Andrew, and has a lofty spire; the Rev. Peter Frazer is incumbent. There are also meeting-houses for the General Baptists and Methodists. The living of Kegworth is a rectory, in the gift of the Master and Fellows of Christ College, Cambridge. The grammar school was founded by Queen Elizabeth, in 1757, and is supported by crown lands in Kegworth; the master is appointed by the parties who are the patrons of the rectory. After passing through a small cutting, and under another road, supported by a bridge of thirty feet span, the Soar may be seen to the right, under Kegworth hill. It is crossed by an old stone bridge of six arches, and is the main road from the town, but to prevent any use of the bridge for boats, a canal has been cut, and two other bridges erected for horses to pass over. This canal goes as far as Loughborough, conveying coals, wood, &c., in barges. The view of Kegworth, the Soar, the bridges, &c., are particularly interesting.

We now pass under a brick bridge, which carries the road from Kegworth to East Leake, Costock, Rempstone, &c., and after entering a slight cutting, the train stops at Kegworth Station.

KEGWORTH STATION.

Distance to Nottingham, 10 miles—Derby, 12 miles—Loughborough, 5 miles—Leicester, 17 miles.

DISTANCES TO THE FOLLOWING PLACES:—

Kegworth, 1¼ mile, (pop. 1,821)—Kingston, ¼ mile, (pop. 166)—Lockington, 2½ miles, (pop. 206)—Castle Donington, 4½ miles, (pop. 3,182)—Ratcliffe-upon-Soar, 1 mile, (pop. 168.)

The station at this place is upon the right of the line, close to a bridge, which carries a road over the railway to Kegworth. The entrance to the building from the line is by a small flight of steps, rising from the cutting, at the top of which is a landing-place for passengers. It comprises office, retiring room, house-place, and chambers, on a scale similar to those on the Nottingham and Derby line. Looking along the railway, the traveller will

perceive, above the bridge, the spire of one of the churches of Sutton Bonnington. To the left, about half a mile, appears the village and church of

KINGSTON-UPON-SOAR,

So called from its being near the banks of the Soar. It is situate on the borders of Nottinghamshire, and is one mile from Kegworth. The large house on the east of the railway is the residence of Mr. Stokes, who has long maintained a high repute as an agriculturist. The present church is a new erection, and was built by Messrs. Patterson and Hine, of Nottingham. The old church had two aisles, two bells, and a steeple of very ancient style of architecture. In many parts it had gone to decay, and the birds had made it their dwelling-place, so that it appeared no longer a shelter for the worshippers of God. The arms of the Babington family being represented by a babe on a tun, were in every part of the church; and on the tombs of the Babington family, who were buried there, some hundreds of these little figures were carved. Many of the old tombs are preserved in the new church. A large manor-house formerly stood in the village, and the fence wall, which remains, is of considerable substance and extent. A gateway of stone is also remaining. In former times the Babingtons resided in this mansion, but at the downfall of Mary, Queen of Scots, whose cause they had espoused, they fell from opulence by the hand of power. The generous Anthony Babington also resided here—the hero or chief of the Babington plot, in the reign of Queen Elizabeth. After leaving Kingston he resided at Harrow, near London, and it was whilst there that the practices in which he had been engaged were discovered; he then fled to escape punishment, and in order to disguise himself more effectually, stained himself with the juice of green walnuts, through which precaution he hoped to elude his pursuers in the retired neighbourhood of Harrow, where he took refuge in the house of one Bellamy. After enduring much distress his retreat was found out, and he was carried to London. The crime laid to his charge was, that he had conspired with one Savage, a soldier, of most daring and desperate character, to assassinate Queen Elizabeth, and to liberate Mary Queen of Scots, then a prisoner, and recognize her as Queen of England. Savage had engaged, in concert with Dr. Gifford, to waylay Elizabeth, and to stab her with a dagger as she passed to her chapel, or when she might be walking to take the air. Babington, whose zeal as

a Catholic led him to approve of any act which comprehended injury to the Protestant religion, was desirous to have more than one hand to commit so great a deed, and proposed that six persons should be associated in the plot, which was agreed to after an expression of disapproval by Savage, who wished to take all the honour of the deed to himself. The conspiracy, however, was discovered before it was ripe, and, as frequently happens in treasonable cases, the ringleaders turned traitors to their accomplices. Dr. Gifford made Wolsingham acquainted with all that was passing, and prevailed upon Babington to correspond with Mary, that the letters which passed between them might be laid before the Government and produced against him at a future day. At first Babington and his friends doubted Gifford, and gave him letters to the Queen of Scots, or rather papers folded up as such, in which nothing whatever was written. Paulet, who had Mary in charge, contrived that the letters should be presented by a brewer who supplied the family with ale: she received them through a chink in the wall, and answers were returned in the same manner. The communications thus received from Mary satisfied Babington that Gifford might be relied on, and he now fully unbosomed himself to the Queen, who, in her letters, entirely approved of the desperate measures which he suggested, by which Elizabeth was to be deprived of her life, and a revolution effected both in politics and religion. But circumstances soon transpired which proved to the conspirators that they were betrayed, and that all their designs were known to the Government. The guilty parties then fled, and sought to save their lives by disguise or concealment, but they were most of them taken, and Babington amongst the number at Harrow. They were committed to the custody of the keeper of the Tower, and on the 13th of September, 1586, brought to trial at Wesminster, under Commission of Oyer and Terminer, addressed to Sir Francis Wolsingham, Sir Christopher Halton, Sir Christopher Wray, and several other high and titled officials. Savage pleaded guilty; the head conspirator, Ballard, pleaded guilty to practising the delivery of the Queen of Scots, and of having intended to alter the religion of the land, but not guilty to having intended to murder her Majesty. Babington laid all the fault on Ballard, stating, that before he met with him he never intended to kill the Queen; but by his persuasions he (Babington) was induced to believe that she was excommunicated, and therefore that it was lawful to murder her. Barewell, another conspirator, denied that he intended to murder her Majesty, but sentence of death was passed upon them all, and they were soon after executed. Too

well did the unhappy Babington feel how woefully he had been misled, when he ventured to stake his ample fortune, and all the comforts which his position commanded, and even life itself, in a vain attempt to murder his Sovereign, and restore the supremacy of the Pope in England. He endeavoured to move Elizabeth to spare him, but without success; he wrote letters to her, couched in the most supplicating terms—he made a full and ample confession of all that related to the contemplated rebellion, inculpating Mary Queen of Scots herself, and signing it with his own hand: but all his efforts were ineffectual. On the 20th of the same month, John Ballard, Anthony Babington, John Savage, Robert Barewell, Chidiocke Tichburne, Charles Tinley, and Edward Arlington, were drawn on hurdles from the Tower to the gallows in St. Giles's Fields (being the place where they used to meet.) Ballard was first executed. He was cut down and embowelled with great cruelty, being still alive; Babington beheld Ballard's execution without being in the least daunted, but the rest turned away their faces, and fell to prayers upon their knees. Babington being also taken down alive, cried aloud, in Latin, "*Parce mihi Domine Jesu!*"—"Spare me, oh Lord Jesus." Savage broke the rope and fell down from the gallows, but was presently seized by the executioners and embowelled. The other parts of the shocking sentence, then pronounced against traitors (which cannot be even described without offending decorum), were carried into full effect. On the following day seven more, the associates of those before-mentioned, expiated their crime in the same way, save that the Queen having heard of the horrors witnessed when the last sufferers were embowelled alive, ordered that those who were immediately to follow them should not be taken down from the gallows until they were quite dead. Tichburne wrote an affectionate letter to his wife the night before his execution, which has been preserved along with other curious documents in Mr. D'Israeli's "Curiosities of Literature." The chancel of the church of Kingston-upon-Soar was built by the Babingtons; previous to that, Kingston parished to Ratcliffe-on-Soar. There is now, or was till lately, a small annual allowance paid to Ratcliffe-on-Soar.

We now enter a cutting of considerable depth, and ere the train emerges, the parish of Sutton Bonnington is in view, and the village passed. To the right, where the bank is kept up by a retaining wall, the railway passes through one of the churchyards, but without disturbing the ashes of the dead, that side of the church-yard not having been used by the villagers for burials.

St. Ann's Church.

SUTTON BONNINGTON

Is close to the line, and is a village of considerable extent. It is in the county of Nottingham, the Soar dividing it from Leicestershire. The lordship contains two thousand acres of land, and consists of two parishes, each having its church and incumbent. One parish is called Sutton St. Ann's, the other Sutton St. Michael's. St. Ann's was enclosed in 1775, and contains 1,200 acres, and St. Michael's in 1777, containing 800 acres. The principal church has a spire, three bells, a nave, and two side aisles; the other, St. Michael s, is not so large. The two clergymen who officiate are the Rev. T. Barton and the Rev. — Surtees. Sutton Bonnington is noted for containing a great number of freeholders. The Dean and Chapter of Bristol had formerly the patronage of St. Michael's, and the King, St. Ann's Many highly respectable families reside at this place, which is most delightfully situated.

We now enter a long and deep cutting, on leaving which Zouch Mills may be observed to the right; they are worsted mills, belonging to Mr. Paget, of Loughborough, and give employment to a great number of hands. At the back of these mills, about two miles distant, is the village of Sheepshead.

SHEEPSHEAD

Contains a great number of inhabitants, most of whom are of the poorest description. Stocking making is the staple employment: but owing to the bad state of trade, and the failure of some of the largest employers, the inhabitants have lately been, and are now, reduced to great distress and privation. The church is in the gift of Charles March Phillips, Esq., of Garendon Park, and the vicar is the Rev. J. H. Hamilton. There are also several dissenting places of worship in the village.

We now pass under a bridge leading from Hathern and Normanton, to Leake and Gotham, and enter a slight cutting, terminated by another bridge. To the right, about two miles, is

HATHERN,

Which may plainly be distinguished on the side of a gentle slope, the square tower of its old church being a conspicuous object. Hathern is a large village, situate in the hundred of West Goscote, Leicestershire; the parish contains 1292 acres of land, and 1144 inhabitants, most of whom are employed in framework-knitting

and the manufacture of twist lace. The river Soar and the Loughborough canal pass through the parish. The principal landed proprietors are Charles March Phillips, Esq., who is Lord of the Manor, and the Rev. John Boyer. There is a school in Hathern, supported by an endowment, for teaching a number of poor boys writing and accounts. Garendon Abbey at one time held considerable lands here, but at the dissolution they were granted to Thomas Manners, Earl of Rutland, from whom they came by marriage to George Villiers, Duke of Buckingham. In 1683 they were sold by the Duke to Sir Ambrose Phillips, and by death of the latter they came to the present proprietor, C. M. Phillips, Esq., of Garendon Park.

After passing a cutting, and under two or three bridges, carrying different roads across the railway, about a quarter of a mile to the right we obtain a view of the village and church of

NORMANTON-ON-SOAR.

This is an exceedingly neat, but small place, having the river Soar close to its streets, by means of which coal is brought for the various villages in the neighbourhood, but the inhabitants are chiefly employed in agriculture. There are some pleasant houses at Normanton; one lately occupied by Captain Acton, but now by Mr. James Archer, the inspector of taxes and game certificates. The church and church-yard also stands by the side of the river, as well as the clergy-man's house—a very commodious residence. The former is a building of ancient date, the steeple being fixed in the centre, a style of architecture now seldom witnessed. There is also a school-room, in which the village children are educated. The Rev. Joseph Powell, of Solihull, Warwickshire, is the incumbent. Normanton derives its name from its owner being a Norman, when the Saxons were first driven out of their possessions; and *ton*, or *toun*, meaning town, made the word Normantoun, which has been corrupted to Normanton. So near does it approach the borders, that we understood, from an old inhabitant, a stone's throw would enter no less than three counties; and within half a mile, some years ago, stood a tree, the branches of which extended into Derbyshire, Nottinghamshire, and Leicestershire. The stump still remains, but the branches being decayed, can no longer boast of this distinction. A belief prevailed among the adjacent villages that it was planted by some person for the purpose of becoming what it has been—a land-mark for three of the midland counties.

We pass under another bridge of thirty feet span, leading from Normanton to Stanford, and enter a small cutting. In front may now be seen the churches and mills of Loughborough, and as the train approaches nearer, the greater part of the town becomes visible. Almost immediately we cross the Soar, by a bridge of four arches, thirty feet span each, and glide, in less than a second, from the county of Nottingham into that of Leicester. This river has, from its junction with the Trent at Red Hill, up to this bridge, formed the boundary between the counties of Nottingham and Leicester, and immediately on crossing it the traveller is in either county. The Soar, called at one time the *Soare*, and more anciently the *Liere*, is the largest, and strictly speaking, the only river in the county of Leicester, taking its rise within it, and only leaving it to join the Trent in Derbyshire. It has one of its sources near Sharnford, another near Leire and Gilmorton, and a third near Ullesthorpe. In its route it receives the river Wreke from the north-east, and passes near Mountsorrel and Loughborough, watering in its course meadows of great fertility and beauty. We now see Stanford church on the left, and Dishley on the right; the latter being small, the former rather large, with a square tower, surrounded by trees.

DISHLEY

Is a village situate about two miles from Loughborough, and includes Thorpe Acre in its liberties. The Soar runs through the parish, and there is a large barn, formerly belonging to Garendon Abbey, about fifty yards long and fifteen broad. The church is a "Peculiar," and, as the next patron is a Catholic, it is expected he will present it to one of his own communion. Dishley is famed for having been the residence of the celebrated Robert Bakewell, whose time and talents were employed projecting improvements in many of the modern implements of agriculture, and which have so highly distinguished Leicestershire; his talents bursting the fetters of ignorance and long-established usage, exalted the ordinary drudgery of cultivation into the dignity of a science of the highest national benefit and importance, and demonstrated the principles by which the form, size, strength, and beauty of our more useful animals may be brought to the highest perfection. The followers in his track have been numerous, and although he himself could not live to see the full developement of his plans, yet posterity has reaped the benefit arising from them. The reputation of Dishley is still high for its

breed of horned cattle, sheep, &c., and the progeny of Bakewell's stock may be found in the remotest parts of the three kingdoms. The principal landed proprietor in Dishley and its neighbourhood is Charles March Phillips, Esq., of Garendon Park, whose seat lies just at the back of the hills, but is hid from the view of the traveller. A noble abbey, called Garendon Abbey, formerly stood where the hall now stands; some portion of the ruins may be seen in the walls at the back of the present house. The Ear. of Leicester founded the abbey in 1113, and at the dissolution the site and demesne lands, and the whole of the mansion belonging to it, were granted to Thomas Manners, Earl of Rutland; in 1652 it was sold to John Thurlow and others, and in 1682 it was purchased by Sir Ambrose Phillips, together with Sheepshead for £28,000. The lodge at Sheepshead is an exceedingly neat structure, C. M. Phillips, Esq., the present proprietor, was recently one of the representatives of the county in Parliament.

STANFORD

Is a village, also upon the Soar: and at the time of the conquest, Royer de Busli received it as a gift from the Conqueror, as well as one hundred and seventy others, which he afterwards held in this county. From the posterity of Busli it came to the Cliffords,

Stanford Hall

which branch of that ancient family were usually called the Cliffords of Stanford; from them to Sir Richard Willoughby, Sir Richard Illingworth, and afterwards to Sir Robert Rayns. Sir Robert's son sold it to Thomas Lewis Esq., whose grandson married Sophia, daughter of Sir Samuel Dashwood, Knight, whose daughter Elizabeth married Richard Dashwood, Esq., of Ledwells, Oxfordshire, (second son of Sir Robert Dashwood, Bart., of Northcote, Oxfordfordshire) whose eldest son, Robert, married Ann, eldest daughter, and after the death of her brothers, without issue, co-heiress of Francis Lewes, Esq., then in possession of Stanford, from whom it came to Charles Vere Dashwood, Esq., its late possessor, and to the Rev. Samuel Vere Dashwood, the present owner.

The village of Stanford, for natural beauty of situation, neatness and uniformity in the houses and cottages, and for cleanliness in every respect, is not surpassed by any in the county; nature seems here to have been lavish in her bounties, and the hand of the charitable proprietor has not been less kind in its benevolence. The church is dedicated to St. Luke, and is of unusual size for a place containing only 120 inhabitants; it consists of a nave, with two side aisles, and a chancel, and contains several monuments of the families of Illingworth, Lewes, and Dashwood. There is no endowed school in this place, but there is a school for children, supported by the Lord of the Manor.

Stanford Hall, which was built about 60 years ago, is the seat of the Rev. Samuel Vere Dashwood, the present owner of Stanford, and patron and incumbent of the living. Situate on a gentle and delightful eminence, it commands a fine view over the forest hills in Leicestershire (on the opposite side of the river Soar), Quorndon, and Mountsorrel hills, with the town of Loughborough, in a verdant amphitheatre; Garendon and Burley Parks can also be plainly distinguished.

Just before reaching Loughborough, we have a glance of Knight Thorpe, and Thorpe Acre, two small places to the right; the former in the hamlet of Dishley, the latter in that of Loughborough. The lands in Thorpe Acre belonged, in olden times, to Garendon Abbey, and descended, with Garendon Park, to Charles March Phillips, Esq. Knight Thorpe was enclosed in 1779, and belongs to Edward Dawson, Esq., Lord of the Manor, formerly one of the representatives in Parliament for Leicestershire.

To the right appear the outskirts of Loughborough, with the new Union Workhouse, which is very conspicuous. There are two churches, called the old and new church; the old church appears nearer to the line than the new one, and has a much loftier tower. We pass under a bridge of thirty feet span, with a singularly-formed arch, having six ribs or angles, making the inclination less observable, and which carries the Stanford road across the line; and again, within a hundred yards, we pass under the Nottingham road, carried over the railway by a large bridge, also of thirty feet span, and are immediately saluted by the loud voices of the guards, announcing our arrival at Loughborough Station.

LOUGHBOROUGH STATION.

Distance to Nottingham, 15 miles—Derby, 17 miles—Leicester, 12 miles—Rugby, 32 miles.

DISTANCES TO THE FOLLOWING PLACES:—

Quorndon, 2½ miles, (pop. 1,752)—Sheepshead, 4 miles, (pop. 3,714)—Hathern, 3 miles, (pop. 1,144)—Hoton, 3½ miles, (pop. 401)—Wimeswold, 4½ miles, (pop. 1,276.)

The town of Loughborough is eleven miles N. by W. from Leicester, and includes in its jurisdiction Woodthorpe and

Knight Thorpe. It was a royal village in the time of the Saxons, and in Leland's time was "yn largeness and good building next to Leycester of all the market towns yn the shire, and hath in it 4 faire strates or mo, well paved. The paroch chirche is faire; the hole town is builded of tymbre. At the southest end of the chirche is a faire house of tymbre, where our King Henry VII. did lye." In 1546 the population was only 1500. It may be considered as a respectable, if not a handsome town; the different entrances have been widened and improved, the streets, though narrow, are well paved and kept clean, and with few exceptions present a very comfortable appearance. The market-place is a large oblong area, surrounded by good houses and handsome shops, four-fifths of which have been re-built since 1800; it is airy, and as well as the shops, well lighted with gas. In 1828, an old market-house which stood at one end was taken down. Loughborough, previous to the opening of the different railways, was a place of great thoroughfare, being on the road from the metropolis to the great trading town of Manchester; more than thirty coaches, besides other public vehicles, have been known to pass through it daily. The manufactures of the town consist of cotton, worsted, and merino hosiery, and bobbin-net lace; the latter is an article of great beauty and durability, for which a patent was obtained, and until a few years ago, the whole of the patentee's machinery was worked here: but owing to the damage done by the Ludites, his establishment was removed into Devonshire. The trade in bobbin-net lace here has since almost fallen to decay; the hosiery trade still, however, continues to be carried on to a great extent. A navigable canal flows through Loughborough, communicating with the Union Canal and the river Soar, the shares in which have realized an immense profit; there is also a railway to Broadhurst Hill, on the borders of Charnwood Forest, and a canal to the lime-works at Barrow Hill, near Worthington—this canal is now entirely abandoned. Thomas Demmy, Esq., is Lord of the Manor, he having purchased it of the Earl of Moira (Lord Rawdon). He holds Courts leet and baron annually, and the magistrates of Loughborough have weekly sittings to hear the town cases, &c. Loughborough is the place appointed by the new *Boundary Act*, for the election of Members to represent the Northern Division of the County.

The old church of Loughborough is dedicated to All Saints, and is a large pile of building, erected by subscription, towards the end of the 16th century. The living is a rectory, in the patronage of Emanuel College, Cambridge, and in the incumbency

View of Loughborough.

of the Rev. William Holme, who appoints two curates. The tower of the church is an exceedingly fine one. There is also a new church, which is remarkable for its neatness, and may be clearly seen from the line. The grammar school at Loughborough is likewise worthy of mention; it is endowed with houses and lands in Loughborough, Hoton, Long Whatton, Harby, Stathern, Thrussington, Prestwold, and Burton-on-the-Woulds, Leicestershire, and Sutton Bonnington, in Nottinghamshire. They were originally bequeathed by Thomas Burton, in 1495, for the maintenance of a charity, and for repairing certain public bridges in the parish, but were appropriated at the reformation to the purposes of a free grammar-school, in connexion with which is a free school, wherein a certain number of boys are taught reading, writing, and arithmetic, and another conducted upon the principles of the Establishment. When the lands were bequeathed they produced about £36. per annum; their present value exceeds £1600. per annum; and the surplus, after the masters are paid, and the bridges repaired, is handed over to the parish in aid of the poor-rates. There are also other charitable institutions, including an apprenticeship fund, a dispensary, &c. A neat theatre, built a few years since, a permanent library, and a subscription library, are amongst the places of amusement and instruction. A market is held every Thursday; also a daily

one, for vegetables, &c. Its fairs are February 14th, March 24th and 28th, April 25th, Holy Thursday, August 12th, October 1st, and November 13th. The parish was enclosed in 1759.

The station is a very neat one, and situate within a quarter of a mile of the town. The building consists of an office, waiting room, &c., and house of considerable size, the residence of the principal clerk.

On leaving the station, we have on our right part of the town of Loughborough, the factory of Messrs. Warner and Cartwright being very conspicuous. Looking along the line we see the church of Barrow-upon-Soar; and a little further, the river Soar to the left, having shortly before had it upon the opposite side. To the right is the Loughborough canal, which flows to Leicester, and is crossed by two bridges, one about one hundred and fifty yards from the line, and the other close to the embankment, which is here of considerable height. Half a mile further on, we cross the river by a bridge of five arches, each thirty feet span. The locks may be distinctly seen conducting the boats above a weir which falls into the part of the Soar not used for navigation. The boats proceeding at a snail-like pace, contrast most strangely with the tempestuous speed of the fiery engine and its train. The village of

QUORNDON,

Which is situate about two miles from Loughborough, through which the great London, Leeds, and Manchester road passes, may be seen at some distance beyond the Soar. It is a neat and extensive chapelry in the parish of Barrow-upon-Soar, and situate at the foot of bold and rugged hills, forming part of the extensive range, constituting Charnwood Forest. Many of the houses in Quorndon are pretty in their appearance, and the prospect from the hills in the neighbourhood is picturesque in the extreme. The places of worship are the Episcopal Chapel, or Church, as it is now styled, dedicated to St. Bartholomew,—a Primitive Methodist and a Wesleyan Methodist Chapel. The living is a perpetual curacy, in the gift of the vicar of Barrow, the Rev. Robert Stammers being the present curate. The principal landed proprietors are J. G. D. B. Danvers, Esq., E. B. Farnham, Esq., M. P., J. S. Hyde, Esq., and J. Smith, Esq. Quorndon Hall is a convenient family residence, though not large, and nothing remarkable in its structure; but its situation is admirable —the river Soar flowing through the meadows, and the wooded eminences of Quorndon and Barrow forming a back ground, render it altogether an extremely pleasing object. It was purchased from Laurence Earl Ferrers, by Hugo Meynell, Esq., about 1750, and has since been occupied by Lords Sefton and Foley, Thomas Assheton Smith, Esq., Sir Bellingham Graham, Bart., George Osbaldeston, Esq., and Lord Southampton, Masters of the Quorndon Hunt; it is now the property and the residence of Mr. Bass Oliver. The Lord of the Manor is J. G. D. B. Danvers, Esq. Passing under a bridge, we now enter

BARROW-UPON-SOAR.

Parts of this village are situate on each side of the line; the church and largest part being to the left. The parish of Barrow is very large, including in its limits Quorndon, Woodhouse, Alderman's Haw, and Mountsorrel. It has for ages been celebrated for its limestone; and as no portion of the globe exists where carbonate of lime has not been discovered, so in its external appearance and qualities it as widely varies. In some parts whole mountains consist of it; in other situations, under the dif-

ferent names of limestone, chalk, marble, and spar, the same substance is obtained, though in different combinations. The limestone of Barrow is found in great abundance; the upper stratum has a yellow tinge, and below this are several others, of a blueish colour, which are in general about two inches thick and two feet asunder, the intervals between being filled up with calcareous earth, 100 parts of which yield 46 of calcareous matter and 54 of fine clay. It is probably owing to some portion of manganese being combined with it, that this lime possesses the valuable property of becoming hardened under water; so that it is occasionally used for the purpose of coating water cisterns, instead of lead. It was used in the building of Ramsgate Pier, after many other species of lime had been tried and had failed. It is equally celebrated for the number and variety of its fossil productions; these consist of loose shells, chiefly of the marine kind, the snake-stone, and numerous fossil fish, from one to fifteen inches in length. Two or three of the inhabitants of Barrow have specimens of great beauty in their possession, and we understand that one gentleman, Mr. Bradshaw, has a petrified shark, between six and seven feet in length. The Leicester canal passing through the parish, affords an easy transit for the conveyance of the stone. In many of the cuttings about Barrow strata of lime may be discerned, and in digging great quantities of it were obtained, and used in the formation of embankments. The Barrow cutting extends through the village, one of the streets being carried across the railway by an arch of 30 feet span.

Barrow possesses a grammar school, the Rev. Humphrey Perkins having, in 1717, left a farm at Ratcliffe-upon-Trent, Nottinghamshire, which lets for about £100. per annum, for its establishment. In 1686, the Rev. Humphrey Babington left estates to build a hospital for six poor men, a number of whom are still supported by its revenues. The Marquis of Hastings is Lord of the Manor, and the Masters and Fellows of St. John's College, Cambridge, are the patrons of the vicarage. The parish was enclosed in 1760. The incumbent is the Rev. Mr. Gwatkin.

There is a station at Barrow, it being a point of approach for Quorndon and several other villages.

BARROW STATION.

(Distances see Sileby.)

A short distance from Barrow, and looking to the right, the market town of Mountsorrel appears.

MOUNTSORREL,

Distant about a mile and a quarter from Barrow, is situate at the foot of a steep hill. The church, with its low square tower, is nearly in the centre, while rocks of hard granite relieve the back ground. The London road runs through the town. Mountsorrel, as before stated, is in the parish of Barrow-on-Soar, and its population are principally framework-knitters. The principal proprietor is J. G. D. B. Danvers, Esq., who is Lord of the Manor. There is a school, with a small endowment, for the poor children of Mountsorrel and Swithland, founded in 1742, by J. Danvers, Esq. The vicar of Barrow-upon-Soar is patron of the curacy. A market is held on Monday, and a fair July 29th. The market-house is in the form of a cupola, supported by pillars, but it is now in a dilapidated state.

The town is built at the foot of a ridge of rocky hills, of moderate elevation, which extend into Derbyshire. The rock immediately at the back of the town is about 100 feet high, and precipitous on every side: the highest point of which, called Castle Hill, at one time almost overhung the town, but owing to its having been cut away is now some distance from it. The rock is composed of reddish granite, or sienite, the most perfect specimens of which are red quartz, white feld-spar, and black sharl, in nearly equal proportions, and is one of the most com-

pact of all the granites—none of the red Cornwall being superior to it in hardness—and, as such, is in considerable request, and worked extensively. Many of the houses are built of unhewn masses, but the almost intractable nature of this stone long kept it out of use. It is now nearly fifty years since it was first applied to the modern improved mode of street pavement, and for this purpose it has been found equal to the Scotch. Nothing can exceed its firmness and durability, when properly laid. The value of this material, independent of its manifold uses, lies chiefly in the labour of detaching and working it, and in the expense of carriage; the waste has now become of enhanced, or nearly equal value. It is one of the best, if not the very best material of which turnpike roads can be formed. The system called Macadamizing was practised on the roads in this neighbourhood long before Mr. M'Adam could claim any pretension to its invention. Of late years the uses of this almost indestructible stone have been much extended, by the judgment, enterprise, and perseverance of Mr. Jackson: who, having procured skilful workmen from Scotland, about the year 1831, rendered it available for architectural purposes. The river Soar winding by the rock, at a little distance, adds much to the romantic effect of the scene. The building at the extreme end from Loughborough is the new Union Workhouse.

We now enter a deep cutting, which hides Mountsorrel from view: on emerging from which appears Sileby church and village.

SILEBY.

The village of Sileby was formerly called *Sylebi*, then *Siglebi*, next *Cilebi*, and lastly assumed its present name. The principal portion of its inhabitants are employed in framework-knitting. There is a school in the parish for poor children, founded by G. Pochin, Esq., about 1650, and further augmented in 1714, by the Rev. G. Staveley. Earl Ferrers is Lord of the Manor, and George Pochin, Esq., the patron of the vicarage. The river Soar, in its circuitous route, passes through this parish also.

Sileby is completely severed by the railway, and is 40 or 50 feet below the embankment. It is a populous village, and furnishes a considerable number of passengers. The two bridges which cross the streets of this village are of great height; the engraving above exhibiting one as it appears from below. We again check our headlong speed at Sileby station.

SILEBY STATION.

Distance to Loughborough, 4¼ miles—Nottingham, 20½ miles—Derby, 22½ miles—Leicester, 7½ miles—Rugby, 27½ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Barrow, 2¼ miles, (pop. 1,638)—Quorndon, 3½ miles, (pop. 1,503)—Mountsorrel, 2½ miles, (pop. 1,602)—Cossington, 1 mile, (pop. 283.)

After passing over the bridges, the train glides into another cutting, deeper than the one previously passed. The traveller has but brief space to examine its height or length. ere he has passed through it, and again the open country, clad with luxuriant verdure, meets his delighted eye. From the slight embankment, along which the train passes,

COSSINGTON

May be seen to the right; its church, a low and venerable building, being very conspicuous. Its square tower is luxuriantly

clad with ivy, stopping up the windows and completely enshrouding it; the doors, wood-work, &c., give token of the great antiquity of this place of worship. The principal landed proprietors in Cossington are Thomas Babington, Esq., who is Lord of the Manor, and a gentleman named Heap. The rivers Soar and Wreke flow through the parish, adding much to its beauty. The Rev. Mr. Babington is incumbent of the living.

A short distance further on we enter a slight cutting, over which passes a bridge of 30 feet span, carrying the road to Cossington over the railway. At the end of the cutting we cross a bridge of two arches, each 36 feet 6 inches span, over the river Wreke, which is here both deep and wide. The Wreke, or Wreak, which flows into the Soar at this point, rises near Holwell, and flows down to the parish of Cossington. It has several tributary streams, one of which falls into it near Kirby Belers.

To the right may now be seen, at some distance, Syston church; and also, nearer the line, the top of a thin spire, which indicates the village of

RATCLIFF-ON-THE-WREKE,

So called from its being situate on the banks of the river we have just described. Besides this, the Melton canal and the Foss-road pass through the parish. The Foss-road, so called from the circumstance of its having fosses or ditches on each side, was one of the military roads of the Romans, which commenced at Barton-upon-Humber, and passing in a south-west direction through England, first crossed Lincolnshire, from thence through Nottinghamshire, to a station called *Verometum*, near Willoughby-on-the-Woulds; from thence it entered Leicestershire, crossing the Wreke near Syston, and going through Thurmaston to Leicester. It passed through Exeter last of all, and terminated its course at Totness. There is a seat of Earl Ferrers' at Ratcliff, called Ratcliff Hall, which was, in 1831, in the possession of the Trustees of the then lately deceased Earl, who, with W. B. Charlton, Esq., are the principal landed proprietors. The Trustees were Lords of the Manor. In one part of Ratcliff is a tumulus of a most remarkable description, being 350 feet in length, 120 in breadth, and about 40 in height; it is called Shipley Hill; but whether it is artificial, or not, is not satisfactorily ascertained. Proceeding along a very high embankment, we arrive at Syston station.

SYSTON STATION.

...ghborough, 7¼ miles—Nottingham, 23¼ miles—
...—Leicester, 10½ miles—Rugby, 24½ miles.

...NCES TO THE FOLLOWING PLACES:—

...—Thurmaston, 1½ mile, (pop. 990)—Rearsby, 3 miles,
...—Melton Mowbray, 11 miles, (pop. 3,520.)

...building one story high, but comprises every ac-
...for the residence of a family. The office is very
...the house itself superior to many we have seen on
...stands on a level with the line, by the side of a
...which carries the road from Syston to Leicester over
... The village of

SYSTON

...extremely neat and clean, and in size can compare with most ...ages in the county; its church is large, and stands nearly in ...centre. Gypsum, or sulphate of lime, is obtained here; it ...es in strata varying from 1 to 6 feet in thickness, at from 10 to ...yards below the surface, and is in request in the neighbour-...hood for the formation of plaster floors. The parish has within its boundaries the rivers Wreke and Soar, and the Leicester canal, all of which flow through it. The principal landed proprietors are the University of Oxford, William Castledine, and Methuselah Moore, Esq. The Earl of Stamford and Warrington is Lord of the Manor, and the Chancellor, masters and scholars of the University of Oxford, are the patrons of the vicarage. From the size of the village it might be anticipated that the living was a good one, but we are led to understand that the emoluments are very small. The Rev. E. Morgan is the incumbent.

On leaving the Station we pass under the bridge before mentioned, and enter a short cutting, which is terminated by another bridge of 30 feet span. To the left, the lofty spire of

BARKBY

Church is visible above the trees. This village was, in olden times, called *Barckeberie*, and afterwards *Barckebi;* it stands

five miles north-east of Leicester, and includes in its limits Barkby Thorpe, Hamilton, and the northern part of Thurmaston. The soil is various, consisting of sand, clay, gravel and marl; the principal landed proprietors are George Pochin, Esq. (who is Lord of the Manor and Patron of the Vicarage), William Goode, Esq., and Luke Lewin, Esq. Barkby Hall, the seat of George Pochin, Esq., is situate in the parish; it is a large, plain, unadorned gentleman's house, the situation of which has no particular beauties in scenery to recommend it. The entrance gateway to the hall is, however, worthy of notice, being made of the hard, and for many years deemed impenetrable stone of the Mountsorrel rocks; it is a fair sample of what taste, labour, and ingenuity, can accomplish with so stubborn a material. The church stands near to the hall, being an exceedingly neat structure, and a rivulet runs by the side of the road, near to both. There is a school in the village, mainly supported by G. Pochin, Esq., for the instruction of poor children; one of the Pochins having left £100., in 1746, for this purpose.

The train now passes under another bridge, and enters a cutting of small dimensions, which is no sooner passed through than the town of Leicester appears, about two miles distant, with its many spires, factories, and all the accompaniments of a large and populous town. The spire of Humberstone Church is also visible to the left.

HUMBERSTONE

Is a neat and quiet village. The church, which is dedicated to St. Mary, was formerly appropriated to Leicester Abbey, but

the present patron is the Rev. John Dudley. The principal landed proprietors are the Paget, Allsop, and Hartopp families. Humberstone was formerly called *Humberstayne*, and *Hubstayn*. To the right is also seen the spire of Thurmaston Church.

THURMASTON

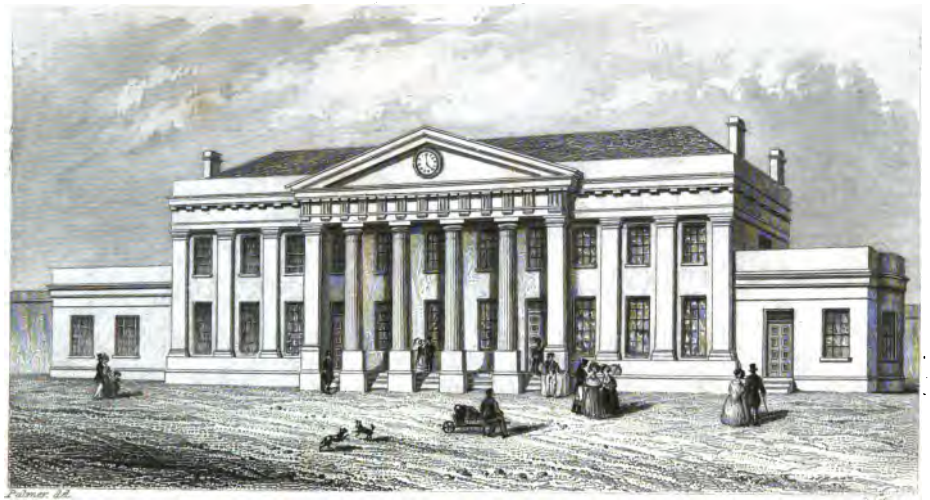
Is situate partly in the chapelry of Barkby and partly in Belgrave; the northern part of the lordship is in the former, and the southern in the latter parish. The Foss-road runs through the village, and the river Soar forms the boundary from Birstall. The Pochin, Allsop, and Heyrick families are the principal landed proprietors. It was formerly called *Turmodeston*, and afterwards *Thorn Aston*.

BELGRAVE

May now be plainly distinguished to the right, the church being a conspicuous object. It is a parish and village in the hundred of Guthlaxton, situate about a mile and a half from Leicester, and includes in its limits Birstall and South Thurmaston. The church is a vicarage, in the patronage of the Bishop of Lichfield, being within a short distance of Leicester; the river Soar and Loughborough canal pass through the parish, which has the honour of giving the title of Viscount Belgrave to the eldest son of the Marquis of Westminster.

Humberstone Road Bridge

The train now proceeds over an embankment, having to the right the town of Leicester. The several churches of St. Mar-



LEICESTER STATION.

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garet, St. Martin, St. George, St. Mary, and St. Nicholas, present themselves to the eye. Having passed over the Humberstone-road, by means of a beautiful iron bridge, of one arch, the train proceeds only a short distance ere it arrives at the Leicester Station.

LEICESTER STATION.

Distance to Nottingham, 27 miles—Derby, 29 miles—Rugby, 20¼ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Kegworth, 17 miles—Loughborough, 12 miles—Syston, 4¼ miles—Ullesthorpe, 8¼ miles.

This magnificent building, of which the annexed engraving is an exact delineation, stands on the eastern side of the town, at the bottom of Campbell-street, leading from the London Road. The part of the town in which it is situate is composed almost entirely of new houses, and is the most open and salubrious part of Leicester. On proceeding from the Station to the town, we gain the view represented in the engraving; passing through the entrance gate (at present unfinished), on the left is the carriage shed, a large and commodious building, having three lines of rails; above this are the work-shops for building and repairing carriages. In the central part of the front of the Station is the booking-office, over which is the audit-office, occupying the whole of the range of windows under the portico. The entrance door on the left is for second and third class passengers, and the corresponding one on the right for first class. The passengers enter the booking-office by the door nearest the entrance, and having obtained tickets, pass into the hall by another door, and from thence to the platform; the booking-office being divided into two parts by an elegant iron railing. On the left, opposite the booking-office door, is the Secretary's clerk's office; and opposite the door by which the passengers leave the booking-office, is a spacious stone staircase: at the top of which, on the left, is the Secretary's office, a very unique department, and tastefully fitted up. Next to it is the Secretary's waiting-

room; on the right is the Accountant's office, and opposite to it the audit office, an extensive room, divided into different compartments for the clerks, by light and elegant partitions. The remaining room on this landing is the Board-room, the ceiling of which is beautifully decorated, and from the centre is suspended a superb bronze chandelier; this, and the other rooms on the same side of this story, communicate with the balcony, which commands an extensive view of the railway, from the London road bridge to beyond the bridge on the opposite side. The floor of this balcony is covered with asphalt, a preparation superior in appearance to lead, and equal in durability. Passing through the Board-room, by the door opposite the one before mentioned, we arrive on the landing, the stairs to which communicate with the hall appropriated to first class passengers. On this landing are the Board waiting-room, the Superintendant's and Engineers'-rooms. On the lower story, on the right, are the ladies and gentlemen's waiting-rooms. The outer room, on the right of the building, is the parcel-room, and the one on the left the Police Inspector's office. In the centre, on the back part, are the kitchen, tap, and refreshment-rooms, on the left the porter's room; the door on the right communicates with the parcel-room before mentioned. The platform, which is an elegant promenade, with stone floor, is 165 yards in length. The shed, continued the whole length of the platform, with the exception of the centre part, projects over the nearest line of rails, protecting passengers from the rain in the most stormy weather; it is supported on iron pillars, and in the evening splendidly illuminated with gas—the whole building, at that time, having a very elegant appearance.

On the top of the bank, parallel with the Station, is the new Union Workhouse; it is built in the gothic style of architecture, the walls being of finely-coloured red brick and the cornices of stone. We will now proceed to give as brief a notice of

THE TOWN OF LEICESTER

As may be consistent with its importance. The earlier history of the town is involved in obscurity and fable, inasmuch as there are no authentic records whereby to trace its origin or its subsequent history for many centuries. The earliest popular tradition respecting it is, that it was built by King Lear, or Leir, about 800 years before the birth of Christ; and in the

New Union Workhouse.

absence of the possibility of either denying or confirming the statement, by any credible record, the honour of its foundation may be safely allowed to remain with him to whom fate has accorded it. From this period follows a long chasm in its history, and no gleam of light is thrown upon it until the invasion of Britain by the Romans: when, after having subdued the southern parts of the kingdom, they, in the process of time, brought the central portion of it under their dominion; and having conquered the Coritani, the people in whose district Leicester was situated, they took possession of their capital, which was called *Ratæ*, or *Ragæ*, and which is supposed to be the scite of the present town of Leicester. But whether Leicester be the *Ratæ* of Antoninus, or not (for it has been doubted), it is evident, from the coins, arms, military implements of the Romans, and remains of tessellated pavements, that they had a permanent and important station at Leicester. One of the most curious of these relics of its ancient masters is a Roman milliare, or mile stone, discovered in 1771, on the side of the Foss-road, about two miles north of the town. The stone is cylindrical, and the letters rudely carved; it measures 5 ft. 7 in. in length, by 3 ft. 6 in. in circumference. It was removed by the Corporation of Leicester, in 1783, and placed on a square pedestal, in Belgrave-gate, where it now remains. There is an inscription upon it, in Latin, which is legible, and has been

considered one of the most ancient inscriptions of the Romans existing in Great Britain; bearing date in the reign of Adrian. The coins found have been chiefly those of Titus, Vespasian, Trajan, Dioclesian, Adrian, Constantine, Theodosius, Honorius, Domitian, &c. In the cellar of Mr. Wykes, Jewry-wall-street, about ten years ago, a splendid specimen of tessellated or mosaic pavement was discovered, nearly 20 feet long by 17 feet wide; and near the scite of St. Nicholas's church, at the west end, the foundations of thick and strong walls have been frequently discovered, tending towards the river. These buildings have been commonly called the Jewry-wall; they consist of a mass of brick-work, stones, &c., with dilapidated arches. This remnant has been considered by some writers as part of a temple of the Roman god Janus, whilst by others it has been supposed to be the Janua, or great gateway of the town; but these opinions seem irreconcilable with the building itself, which it appears, from the remains of its architecture, could not have been either designed or used for any of the objects to which its foundation is attributed, however difficult it may be to assign a satisfactory appropriation to it. It is in an almost direct line from that branch of the ancient Roman road which entered the city about Bow-bridge; a branch of the Foss-road passing by the town, must also have rendered it an important station to the Romans, of whose local history, however, as far as Leicester is concerned, no traces or records are left. Little more can be

affirmed, with certainty, during the Saxon heptarchy, when Leicester formed part of the kingdom of Mercia. In 680, the kingdom was divided into bishoprics by king Ethelred, and Leicester was made an episcopal see. In the reign of Edgar, about 970, it was united to Sidnacester, and afterwards removed to Leicester in 1070. Nermins, the monk of Bangor, who lived about 600, says that Leicester was then, and long prior to this date, one of the twenty-eight cities of Britain. Like most other towns throughout the kingdom, Leicester was a severe sufferer in the wars, or rather predatory excursions, which the stronger party was always making upon the weaker, during that unhappy period of our history when Picts, Scots, Danes, and Saxons, were alternately the victors and the vanquished: and when the growing opulence, and rising importance of a town, were the incentive to, and the reward of these local contests. Thus we find from the Saxon annals, that Etheldred, king of Northumberland, marched an army to Leicester, and slew vast numbers of its inhabitants; and whilst the Danes had possession of the town, it was considered by them as one of the five chief cities they possessed in Britain. The city, however, having fallen to decay, probably from the above cause (as the Danes, who escaped from the arms of Alfred, had attacked Leicester with success in 886) was subsequently repaired and fortified by Ethelred, or Ethelbert, Duke of Mercia, and Ethelfleda his wife, daughter of Alfred the Great.

No further particulars of the town can be gleaned, from any authentic source, until the period of the invasion of William the Conqueror, excepting that in 901 walls were built round the castle, which probably before this period stood outside the town, near the river. At the time of the invasion it was nearly destroyed, along with St. Mary's church, but was afterwards rebuilt, stronger than ever: it being the Conqueror's greatest aim to build up castles, and fortify every large place that he possibly could, that he might people them with his followers, and ensure the entire submission of the inhabitants. The existence of the castle within the town, or contiguous to it, necessarily involved the town itself in the issue of the contests that might, and frequently did arise, from time to time, from the caprice or ambition of its occupiers. In 1118, Robert de Bellamonte (who had been created Earl of Leicester) having borne his share of the trials and troubles of the times, and been mainly instrumental in preserving the throne of his sovereign, Henry I., against the attacks of his brother Robert, in 1101, died: and was succeeded in his title, and the government of Leicester castle, by his second son, Robert Fitz Robert, or Robert Bossu, as he is frequently called,

who thus became the second Earl of Leicester, and was afterwards created, by King Stephen, the first Earl of Hereford. He died in 1168, and was succeeded by his son, Robert Blanchmains. This Lord, who was the third Earl in the reign of Henry II., during the unnatural struggle between him and his son, adhered strongly to the cause of the latter, and during the rebellion made Leicester castle the grand resort for the disaffected nobles. He was chosen one of the honourable personages to settle the disputes between him and his father, but being rather ungovernable in his temper, once attempted to draw his sword upon his Sovereign, but was prevented by those present laying hands on him. This conduct brought down the vengeance of the King's forces upon the city: for Chief Justice Lucy, marching an army to it, besieged it, took it, and afterwards destroyed the fortifications and laid the town in ruins. The Earl and his Countess hastening with troops from France to revenge the loss, were made prisoners, in the year 1176. He had made a descent upon the coast of Suffolk, at the head of a great body of Flemings; they were joined by Hugh Bigod, Earl of Norfolk, who gave them possession of his castle of Framlingham, and they marched into the heart of the kingdom, but being met by Richard de Lucy, assisted by Humphrey Bohun, the Constable, and the Earls of Arundel, Gloucester, and Cornwall, who had advanced to meet him, his army was completely routed at Farnham, near Bury St. Edmonds, and 10,000 of the wretched Flemings slaughtered, while he himself was captured. He was sentenced to four years' imprisonment, but in 1777 was reinstated in the King's favour, and all Leicester was restored to him. He died in 1189, and was succeeded by his son, Robert Fitz Parnel, who engaged in the crusades, and performed many valorous feats which we have not room to record. Under his auspices the town of Leicester was partially rebuilt, but the castle remained for a long period in a state of dilapidation. He died without issue in 1204, leaving his estates to his two sisters, Amicia and Margaret; the former married to Simon Montfort, who became Earl of Leicester in his wife's right, and took possession of the title and castle. His proceeding to the south of France, on a crusade against the Albigenses, his marriage with a daughter of King John, and his heading the confederacy of Barons at Oxford, and arresting Henry the Third, are matters of history which we need not detail at length. Young Edward, the son of the arrested King, gathering an army, marched to his rescue: and having taken Northampton, which was defended by the Earl's son Simon, proceeded onwards, and on the field of Evesham overthrew the

power of the Earl, and left him and his eldest son dead among the slain. His Countess and two sons were banished the kingdom, and the earldom and honour of Leicester were conferred by the King upon his second son, Edmund Crouchback, Earl of Lancaster, and possessed of numerous other titles. The King gave him all the estates belonging to the earldom of Leicester, as well as those of the Earl of Derby. He died at Bayonne, in 1296, and was buried in Westminster Abbey. Thomas, Earl of Lancaster, his son, succeeded him, and being of a turbulent and factious disposition, he instigated the measures which led, in 1812, to the capture of Gaveston, the King's favourite: but being defeated by the King, he was forced to undergo the same punishment as he had inflicted upon Gaveston, viz.:—being clothed in mean attire, he was placed on a lean horse, without a bridle, and thus led to an eminence near Pontefract, where he had a castle, and was there beheaded. He was succeeded by his brother Henry (in whose custody Edward II., when made prisoner in 1326, was placed, at the castle of Kenilworth), who made Leicester his chief residence, and where he was buried in 1345. The next possessor was created Duke of Lancaster, and died in 1398, his son Henry succeeding him. He was created Duke of Hereford, and was afterwards raised to the throne as King of England, under the title of Henry the Fourth. The duchy and earldom have since that time been merged in the Crown, until the title of Earl of Leicester was granted to Mr. Coke, of Norfolk, about four years ago.

The castle was restored, with much splendour, under Henry, Earl of Lancaster, and the two succeeding Dukes, but it was afterwards suffered to go silently to decay, although frequently honoured by the presence of the Earls of Leicester and members of the royal family. So much was it dilapidated, in the reign of Richard the Third, that that monarch, when he took up his quarters at Leicester, the night previous to the battle of Bosworth Field, preferred the accommodation of an Inn, called the Blue Boar, to the time-worn chambers of the embattled fortress. Up to the year 1633 it was left to decay, when orders were given for a part to be repaired with the materials of the other; this being done, the castle assumed its present appearance. An artificial mound, or earth-work of the keep, and some old buildings called Newarks, or New Works, so called from being additions to the original works and buildings, alone mark the spot where stood, in years gone by, the palace of Sovereigns, and one of the strongest fortresses in the kingdom.

Leicester was, however, fated to undergo more vicissitudes in

the troublesome times which followed. In the time of the Commonwealth, King Charles the First set himself before it with his army for three days, and after a vigorous siege, succeeded in taking it by storm. On the 18th of June, however, the Parliamentarian forces assailed it in turn, under Sir Thomas Fairfax, and retook it from the Royalists. It is recorded in history, that between Harborough and Leicester, a skirmish took place in 1644, betwixt a party of the King's forces, commanded by Sir Marmaduke Langdale, and a party of the forces of the Commonwealth. The latter lost about 100 men, killed and wounded, and 250 prisoners, besides a considerable number of horses. The victors lay in Leicester that night, and then received orders to collect a sufficient force and proceed to the relief of Newark, in Nottinghamshire, then in a state of siege: but on their passage they were attacked by a party of the enemy, commanded by Colonel Roseler, near Melton Mowbray. The Royalists sustained the sudden and desperate attack of the enemy with great bravery, although inferior in numbers, and at last obliged them to retire, leaving 170 dead on the field, and some horses, which helped to remount some of the King's men, who had lost theirs in the conflict. The wounded men of the King's forces were left at Belvoir castle.

The siege of Leicester by the King was conducted with great cruelty, and disregard of the honours of war; it appears that when he besieged the town, the fort or castle, then called Newark fort, was given up to him, on condition that neither clothes nor money should be taken from any of the garrison—to which terms he agreed—but no sooner had he obtained possession, than, contrary to the articles, he fell upon the soldiers of the fort, and stripped and wounded them. One of the King's officers rebuked the soldiers, whereupon his Majesty was heard to say, "I do not care if they cut them more, for they are mine enemies." An officer who was present at the siege, however, attributed much of the ill usage they received to the rashness of the towns-people themselves. He states that "men and women fought in the breach, to show their over zeal in defending the town." They afterwards mounted the tops of the houses, and threw stones and tiles upon the King's troops, as they paraded the street beneath. From one house in the Market-place, where the Parliament Committee and the Scots deputies were sitting, some rash people fired, and killed or wounded seven or eight of the King's dragoons: upon which the soldiers grew ungovernable, forced every avenue leading from the house, broke open the door, and killed every person without distinction found therein.

Col. Grey, the Governor, was wounded and taken prisoner, with some inferior officers, and about 300 men. While the King remained at Leicester, he seemed determined to render the fortifications as impregnable as possible; he augmented some parts and repaired others; but his enemies being as desirous to recover, as he to preserve it, raised the siege of Oxford, and with Sir Thomas Fairfax at the head of the army, marched towards Leicester. The King being ignorant of the movement, marched with his army to the relief of his garrison at Oxford, which proceeding brought on the fatal battle of Naseby. About four days after, the Governor for the King, Lord Loughborough, delivered up, by capitulation, the castle of Leicester, and all its outworks, to Fairfax: in which were found a large quantity of ammunition and the King's best artillery. The Governor was much censured for not resisting, as he might, at least for a time, have checked the rapid progress of the victorious army.

Parliaments have frequently been held at Leicester, from which we may infer that it was a place of considerable importance in days of yore; at one held in the reign of Henry the Fifth, a law was passed for the burning of heretics. To Simon Montfort, sixth Earl of Leicester, whom we have before mentioned, is ascribed the imperishable honour of planning a Parliament, for which the people elected their own representatives, viz., two from each county. York, London, and other cities, also sent representatives. This Parliament was held on the 26th of January, 1265. Leicester had a mint as early as the reign of Athelstone, situated near the North-bridge, and coins continued to be struck there till the commencement of the reign of Henry the Second.

The Old Blue Boar Inn, where Richard the Third slept prior to the battle of Bosworth field, stood in Highcross-street; within a few years the room was preserved entire, but the premises being purchased by a builder was pulled down to make way for more modern erections. The bedstead on which the crook-backed tyrant slept is in the possession of the Babington family, at Rothley Temple, about five miles from Leicester. The body of this monarch, on being brought from Bosworth Field, was deposited in the Grey Friars church, in Leicester.

Leicester is divided into six parishes, and has five parish churches. The church of St. Leonard, destroyed during the civil wars of Charles the First, was situate near the North Bridge, and the burying ground is still used for interments. The remaining churches are St. Martin's, St. Mary's, St. Margaret's, All Saints, and St. Nicholas's. It formerly boasted,

besides St. Leonard's, of four other churches, dedicated to St. Clement, St. Michael, The Trinity, and St. Peter, the decay or destruction of which we shall hereafter mention.

St. Martin's being the largest in the town, first claims our attention. It was formerly called St. Crosse, and is considered, in point of size, the principal church within the Archdeaconry. It is situate in Silver-street, in the centre of a neat church-yard, and the architecture of its tower and spire are much admired. There are, in the interior of the edifice, many monuments of interest, principally dedicated to the ancient family of the Heyricks. The assize sermons are preached here, the Archdeacon also holds his Court here, and the Bishop his confirmations. Leicester was, until lately, under the jurisdiction of the Bishop of Lincoln, but it is now included in the see of Peterborough. It formerly had its own Bishop, and was a see of itself.

St. Margaret's takes the next rank, both as to size and beauty. It is situate in Church-gate; it is recorded that formerly the Bishop of Lincoln had a palace in this neighbourhood, of which but little remained in Leland's time. The architecture of the church is well worthy the attention of the antiquary; it has a lofty tower, and possesses some beautiful specimens of the early English style. Owing probably to the dignity conferred upon this church, as the episcopal church, when Leicester was a See, it is exempt from the jurisdiction of the Archdeacon of Leicester, and the parish is governed by the Prebendary, as Ordinary. It is thought that St. Margaret's parish contains five-eighths of the population of Leicester.

St. Mary's church, formerly called *St. Mary de Castro*, or *St. Mary the Less*, is situate near the Castle, on the north side of the Newarks, and is a large pile of various styles of architecture. Standing in the Castle-yard, in which are the County Courts for the holding of Assizes, its high and elegant spire may be viewed to advantage. This spire was re-built in 1783, in consequence of considerable damage having been done to it by lightning, and some few years before this it had received injury from the same cause. The Church was repaired by Robert Bellomonte, Earl of Mellent and Leicester, in 1107, there having been in the time of the Saxons a collegiate church within the castle; the chapel of St. Sepulchre belonged to it. The present church was built in 1400. The chancel, commonly called the old chancel of this church, is an interesting specimen of anglo Norman architecture. There are three very fine Norman stalls on the south side of the chancel, with double shafts and rich mouldings. The splendid wooden roof, over the south aisle,

is well deserving of attention, and indeed the whole church, which, though a work of shreds and patches, arising no doubt from its contiguity to the castle, and from its sharing the fate of that edifice in time of war, contains some beautiful specimens of almost every style of architecture. The vicarage is in the patronage of the Crown.

All Saints is situate in Highcross-street, and is a small modern erection, with a low tower. It includes in its jurisdiction the ancient parish of St. Michael, and the greater part of St. Clement and St. Peter, which were united to it in 1599. The Queen is the patron of the vicarage, which has received, at different times, various augmentations from Queen Anne's Bounty, and also a share of Parliamentary Grants.

St. Nicholas, situate in St. Nicholas-street (formerly Shambles-lane), has a square tower of Saxon architecture. The Jewry-wall, which is a Roman ruin called by that name, adjoins the church, and the latter appears to have been partly constructed with materials taken from the ruins of the former. Some of the arches so much resemble those of the Jewry-wall, that it is supposed they both originally belonged to one building, or at least were built about the same period. An attempt was made, some years ago, to obtain a sufficient sum, by public subscription, to rebuild this church, which was considered unsafe; this was not accomplished. It has, however, within the last ten years, undergone thorough repair. It was re-opened during the summer of 1830, and bids fair to endure as many generations as have already passed since its erection. It is computed that its scite has been occupied as a place of worship for forty generations. The Crown is patron of the vicarage; the parish contains 359 families, and has part of St. Clements included in its jurisdiction. As a proof of the spread of population, we may mention, that in the reign of Elizabeth it only contained 22 families. The church was formerly appropriated to Leicester Abbey, and the living has received several augmentations from Queen Anne's Bounty and from Parliamentary Grants.

Beside these churches, three other edifices, newly erected, claim our attention, viz.: St. George's and Christ's Church, Chapels of Ease to St. Margaret's, and Trinity Church, a Chapel of Ease to St. Mary's. The first is a very beautiful building, in the modern gothic style, and situate in Rutland-street. The foundation stone was laid on Friday, August 29, 1823, by the Right Hon. Earl Howe, at that time Master of St. John's Lodge of Masons, held in Leicester. The exterior of the building was finished December 31st, 1825, and the chapel itself opened for

divine service on Sunday the 18th of February, 1827, under a license granted for that purpose by the Bishop of Lincoln, and consecrated on Tuesday the 21st of August, 1827. The chapel will seat about 2,000 persons. It is 92 feet in length and 64 in breadth; the height of the tower and spire 170 feet. Mr. W. Parsons, of Leicester, was the architect. A beautiful painted window, purchased by private subscription, was placed over the altar, but owing to its being unprotected, it was destroyed by a hail-storm a few years since. It has, however, been replaced by another, and is protected by a guard of wire. The late George Pochin, Esq., of Barkly Hall, presented the church with the clock.

Christ church is a neat and spacious brick edifice, in the form of a cross; it is situate in Bow-street, and was raised by voluntary subscription.

Trinity church is a small edifice, situate at the top of King-street. The beneficence of Frewen Turner, Esq., added this place of worship to the town.

St. Michael's was situated in what are called the Back Lanes, which were burnt down in 1173. The church was demolished about 1490, and the parish united to All Saints.

Trinity church stood on the south side of St. Martin's church-yard, and was attached to the priory of Grey Friars. The scite and all the tenements were granted, in 1536, to John Bellowe and John Broxholme; the church was soon after demolished and the land sold. New-street crosses this scite from north to south; that is, from Peacock-lane to Friar-lane. An attempt was made, about ten years ago, to prove this space extra parochial, but it failed. It was in this church that Richard the Third was buried, and over his remains the conqueror, Henry the Seventh, caused an alabaster monument to be erected to his memory. It is almost needless to add, that it has shared the same fate as the church. St. Peter's church occupied a piece of land between All Saints and St. Martin's. It was demolished in 1573, having been sold to the Corporation for £35., by Queen Elizabeth, on account of its being decayed: the Corporation covenanting to build a substantial school-house, within a year after the date, covered with slate. The parish was united to All Saints in 1590, and the Vicarage-house was taken down at the same time. The Borough Gaol recently stood on the ground occupied by St. Peter's, but being too small for the purpose was sold, and the old County Gaol, then vacant, was purchased and altered in lieu thereof.

St. Clement's was situate near the North-gate, and was given

to the Black Friars in 1220. Its revenues were so slender as to be scarcely sufficient to maintain a chaplain. The parish was afterwards united partly to St. Nicholas and partly to All Saints. The church has long since been destroyed. History mentions several other churches, but their locality cannot now be ascertained.

The Dissenting places of worship in Leicester are numerous; eight belong to the Baptists, viz.: Harvey-lane, Friar-lane, Archdeacon-lane, St. Peter's-lane, York-street, Dover-street, Cosby-street, and one built in 1830, between Upper Charles-street and Granby-street The Episcopalian Baptists have one in Women's-lane, built in 1803 The Huntingtonians have chapels in Freeschool-lane and Bond-street, and the Independents in Bond-street and Gallowtree-gate. The Independent Methodists have their chapel in Soar-lane. The Primitive Methodists in Barkby-lane and Millstone-lane. The Society of Friends in Deadman's-lane. The Roman Catholics, a large gothic chapel, situate in Wellington-street. The Swedenborgians in Sanvey-gate. The Unitarians have a large chapel, formerly known as the "Great Meeting-house," and situate in Bond-street; it was built in 1748, and is capable of containing from 800 to 1000 persons. The Wesleyan Methodists have chapels in Bishopsgate-street and the Friars.

The Hospitals of the town next claim our attention, viz.: Trinity, St. John's, Wigston's, Spital, Simons', and Bent's Hospitals. Trinity Hospital is situate in the Newarke, and was founded by Henry, Earl of Lancaster, in 1330, for fifty old men and five women, as nurses, with a master, four chaplains, two clerks, and a chapel. In 1354 it was enlarged by Henry, Duke of Lancaster, who added fifty more inmates and five more nurses, and ordered that a third part of the whole number should be women, and placed them under the care of the Dean and Canons of the Collegiate Church of the Newarke. The weekly stipend allowed to the inmates is 3s. 8½d., being in number 100 men and 12 women. There is a monument in the chapel of this Hospital, generally supposed to have been removed from the Collegiate Church, at its dissolution, erected to the memory of the Countess of Derby, whose son Henry afterwards came to the throne as the fifth of that name. If so, it is the only remnant of the sepulchral glory of the church founded by the Earl of Lancaster.

St. John's Hospital, situate in All Saints parish, is of very ancient foundation. It supports six widows. At the dissolution of the lands of St. Mary, in the Newarke, to which it belonged,

it was granted to Thomas Clarke for a Wool Hall, on condition of his leaving it to the Corporation. In the reign of James I., the Wool Hall having become useless, the Corporation placed six poor widows in it, and it has since been used for the same purpose. The Corporation appoint to the vacancies in the Hospital as they occur.

Wigston's Hospital, called also the New Hospital, is situate on the west side of St. Martin's church-yard, and was founded by William Wigston, merchant, in conjunction with Thomas Wigston, clerk, Roger Wigston, and William Colte, who obtained the King's license, in 1512, for founding a chantry in the Collegiate Church, in the Newarke; and in 1513 enlarged his plan, by founding and endowing an Hospital within the town of Leicester, for twelve men and twelve women, a master and confrater. This Hospital has property in no less than twenty-six towns and villages. Twelve men and twelve women, who, according to the rules of the founder, are all single. They are appointed by the master, within twenty-one days after the decease of any alms man or woman. The weekly allowance to each inmate is 4s. 10d., and a certain quantity of coals and candles. The master and confrater are appointed by the Chancellor of the Duchy of Lancaster; and in case the master neglects to fill up a vacant house within twenty-one days, the confrater has then the appointment.

Spital Hospital, commonly called St. Edmund's Hospital, was founded by William Seprosus, or Blanchmains, fourth son of Robert Blanchmains, Earl of Leicester. It was pulled down in 1782, and six other Alms Houses built in St. Margaret's Church-lane, which at present stand.

Simons's Hospital, situate in the street to which it gives name, was founded in 1700, by Matthew Simons, for six single women. He endowed it with an allowance to each individual of £3. per annum, and 15 cwt. of coals. His Trustees have the nominations to the vacancies as they occur.

Bent's Hospital is the last that requires notice. Several sums of money have at different times been left for the poor widows of this Hospital, who reside on the ground floor of St. John's. Its principal support is derived from an estate left by Mr. John Bent, Mayor of Leicester, producing £24. per annum. Each of the widows have 2s. per week, and 13d. per week for coals, candles, and oatmeal. The alms-women are appointed by the Corporation.

Abundantly as Leicester is provided with places of worship, and refuge for the poor and destitute, it is equally well provided with schools. The Free Grammar School, founded by

Thomas Wigston, and rebuilt in the reign of Queen Elizabeth, is situate on the east side of Highcross-street. St. Margaret's School, in Church-gate, established in 1807, supported by voluntary contribution, for educating and clothing seventy boys and forty girls, who are taught reading, writing, and arithmetic. St. Mary's School, situate near to St. Mary's Church, erected in 1785, educating and clothing eighty boys and forty girls. St. Martin's School, situate in Friar-lane, built in 1789, and educating one hundred and fifty boys and eighty-four girls, besides clothing as many in blue as the funds will from time to time allow. Stephenson's School, founded in 1700, by Mr. Stephenson, for twenty-four boys, who are clothed in grey, and are taught to read and write. The Green Coat School, founded by Alderman Newton, in 1761, who gave to the Corporation £3,250., the interest to be applied in clothing and educating thirty-five boys, of the borough, in reading, writing, arithmetic and psalmody. He also built a School at the north-east corner of St. Nicholas's Church-yard, opposite the Jewry-wall. By the increase of the funds, the Corporation have augmented the number of boys to eighty-four, and since then to one hundred, who are educated and taught psalm singing, according to the wishes of the benevolent founder. They are dressed in green. All Saints School, situate in Corbet's-lane, was established in 1819, and is supported by voluntary contributions. About one hundred and sixty children are instructed in reading and writing,

The Collegiate School.

on the Madras system. Ruding's School was founded by Walter Ruding, in 1710, for sixteen boys, who are clothed in blue, and taught reading, writing, and arithmetic. Besides these, there are the National Schools, for both boys and girls, and the Schools in connection with the British and Foreign School Society; the latter were erected by voluntary contribution, aided by the Educational Grant, and are capable of giving instruction to 700 children. We must also make particular mention of two others, the Collegiate and Proprietary Schools, both of which have been recently erected for the children of the upper and middle classes; the former is situate somewhat retired, from the London-road, and the latter on the New Walk.

The Collegiate School of the Town and County of Leicester is an Institution founded by a body of proprietors, interested in the promotion of classical and commercial education, in connection with the established church. It was opened to the public in the summer of 1835, under the Head Mastership of the Rev. W. Thompson, M.A., Fellow of Trinity College, Cambridge; and has since maintained a respectable rank among the formidable competitors by which it is surrounded. The present Head Master is the Rev. W. Drake, M.A., late Fellow of St. John's College, Cambridge, under whose direction the school has been materially increased, and now numbers between 110 and 120 scholars. The course of education pursued in the classical

school is in strict accordance with the old system of the great public schools, though not to the exclusion of French, mathematics, and English composition. By a recent arrangement with the Archidiaconal Board of the county of Leicester, the efficiency of the school, as a place of education for mercantile purposes, has been materially increased. The system of the lower school embraces the elements of the physical sciences, agriculture, architecture, engineering, mensuration, and mathematics. The entire superintendance and government of the school is invested in the Head Master, and the religious instruction imparted is in accordance with the doctrines of the Establishment. The situation of the building is peculiarly happy, on the outskirts of the town of Leicester, surrounded by a large playground. The various rooms appropriated to the business of teaching are lofty and well ventilated, and the whole building does great credit to the judgment and taste of the architect, and is a great ornament to the town. The President of the School is the Right Honourable the Earl of Stamford and Warrington, who has enriched its library by munificent donations. The Visitor is the Lord Bishop of the Diocese.

The Proprietary School for the Town and County of Leicester, is pleasantly situate at the upper end of the New Walk; it was opened for educational purposes on the 1st of August, 1837. Mr. Cyrus Edmonds, a gentleman well known in literary circles, and as an author, is the Head Master. Mr. Hollings, also a gen-

The Proprietary School.

tleman of great attainments, is the Second Master. The object of the Institution is to afford a complete classical, commercial, and scientific education, at the smallest possible cost. It is capable of accommodating several hundred pupils, and contains a library, gratuitously open to any member of the school, together with a museum and a collection of philosophical apparatus, by which weekly lectures on natural science are illustrated. The building is of the Tuscan order, and was designed by Mr. Hansome, the architect who built the splendid Town Hall, at Birmingham.

In public buildings few towns can boast so many acquisitions as have been made to Leicester within the last few years. The new Hall, in Wellington-street, the Theatre (undoubtedly one of the most splendid, both as regards exterior and interior decorations, of any out of the Metropolis), the Fire Office (Welford-road), the Banks, the Terraces, the Railway Station, and the Subscription News Room—the latter, being an object of public interest, we have selected for a more minute description than our limits will allow us to bestow upon every building of interest.

The News Room stands at the angle of Granby-street and Belvoir-street; the entrance or east front being towards the former, the south front towards the latter. The order is Ionic, of the Minerva Polias at Athens, and is continued along the south front, in four three-quarter columns and antæ: in the five centre

The News Room.

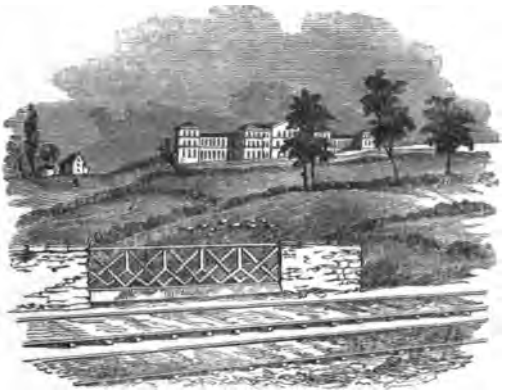
intercolumniations of the south front are as many windows, and over them pannels, forming a continuous line of beautiful sculpture, designed and modelled by the late Mr. Pitts. In the portico are two entrances, one through a vestibule into the News Room, the other to the staircase, giving access to the Library. The News Room is lighted in part by a highly enriched lantern, 23 feet by 13 feet; and its dimensions are 60 feet by 34 feet, and 30 feet high to the ceiling, or to the ceiling of the lantern 41 feet. The Library is formed in the upper part of this room by a gallery round it, supported by 12 Corinthian columns, in imitation of Scagliola. The interior contains also a Committee Room, Reading Room attached to the Library, Librarian's House, &c. The cost of the building, exclusive of the fittings, was about £3,400., and of the scite about £2,100. The Institution has been erected by a Proprietary of £10. shareholders, and is well supported by annual subscriptions.

The other public buildings are the Town Hall, situate near St. Martin's church, of which little can be said as to exterior or interior decoration; its general appearance is old and crazy, and fit only as a contrast between the "past and the present"—ere long, we doubt not but the march of improvement will cause to be erected, not upon its foundation, but on a more

central spot, a Hall more worthy of so respectable and populous a town.

The Infirmary, or General Hospital, stands at the bottom of Oxford-street, and is a neat and spacious brick building; the praiseworthy object of such an Institution needs no comment. It was opened in 1771, and is capable of accommodating about 100 in-patients; a fever ward is attached. As we before observed, to particularise every object of interest in a town so fraught with specimens of antiquity and of modern improvement, would much exceed our limits, we must therefore resume our journey on the railway.

On leaving the Leicester Station, the train immediately passes under a bridge, which supports the great turnpike road through Market Harborough and Northampton to London; it has a breast wall seventeen yards long, and of considerable height, to prevent accidents. A little further we enter a short tunnel, which passes under the New Walk. The cutting here is of considerable depth; on issuing from it are found two other bridges, one carrying the road from Prince's-street, over the line, the other the occupation road, after which the train enters the open country. To the right is the new County Gaol, erected between 1825 and 1828, by the County Magistrates, in consequence of the Bridewell accommodation being insufficient. It is a noble edifice,



The New County Lunatic Asylum.

occupying an area of more than three acres within the walls, and is built on the most approved plan, in which the security and comfort of the prisoners is especially regarded. It is divided into wards, so as to admit of a classification of the prisoners. It stands on rising ground, to the south of the town, near the junction of the Welford and Lutterworth roads. Its exterior resembles an old baronial castle, the flanking towers at the gateway, with their turrets, being very imposing objects. It is capable of containing 170 prisoners of all classes. The round building in the centre is the Governor's house, from the windows of which he is enabled to survey the whole of the wards beneath.

The building to the left is the Lunatic Asylum, erected in 1836 and 1837, at a cost of £17,948. 19s. 1d., and will accommodate 104 patients. From its airy and retired situation, it is well calculated for the laudable object for which it is intended. Gliding onwards, we pass under a bridge of 30 feet span, supporting the road from Leicester to Welford over the line; a short but deep cutting succeeds, and we enter the tunnel under the Freemens piece. The entrance is of substantial masonry. A wide expanse of scenery now bursts upon the eye, the green verdure producing a very refreshing sensation. About a mile and a half to the right, the spire of the village church of Aylestone may be discerned.

AYLESTONE

Is a small village on the banks of the Soar, and the Union Canal passes through it. The Duke of Rutland is the principal landed proprietor, Lord of the Manor, and Patron of the Rectory. The church of Knighton may be seen on the opposite side of the line, and the village also as the train proceeds.

KNIGHTON

Is a chapelry of St. Margaret's, Leicester, under the jurisdiction of the Prebendary of St. Margaret, in Lincoln cathedral. The principal landed proprietor is Sir Edmund Cradock Hartopp, Bart., who has a seat here, called Knighton Hall. We now enter a long and deep cutting through this parish, which must have been a work of considerable labour. The open country is again before us, and we now stop at Wigston Station.

WIGSTON STATION.

Distance to Leicester, 3¼ miles—Loughborough, 16 miles—Derby, 32¾ miles—Nottingham, 30¾ miles—Rugby, 16¼ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Wigston, ¼ mile, (pop. 2,089)—Blaby, 1¼ mile, (pop. 1,720)—Whetstone, 2 miles, (pop. 883)—Countesthorpe, 2 miles, (pop. 741)—Aylestone, 1¼ mile, (pop. 749)—Knighton, 1¼ mile, (pop. 383.)

This Station is four miles from Leicester; it is a small building, standing on the right of the line, where the Wigston road crosses; it is provided with booking-office, retiring-room, houseplace and chambers. Wigston, or, as it is more commonly called, great Wigston *(Wigston Magna)*, to distinguish it from another parish, called Little Wigston *(Wigston Parva)*, is remarkable from having had several very curious names; it was formerly called *Wicestan*, *Wichingestone*, *Wickenstone*, and lastly dwindled down to its present name, from *Wiggeston*. It is also even now sometimes called Wigston Two Steeples, from its having two churches, one of which, the smaller, dedicated to St. Wolstan, has fallen to decay; the other is dedicated to All Saints, and both were appropriated to Lenton Priory, Nottinghamshire. They have both very handsome spires, and are situate at such a distance from each other as to give the appearance of two separate places. There is a school in the village (which is large and populous), founded by Henry Clarke, in 1755, who left £100., the interest to be applied in teaching twelve poor girls to read; there is also a Hospital, founded by Miss Clarke, for eight poor people, who have each a small weekly allowance and coals. The principal landed proprietors are the Duke of St. Albans, Wigston's Hospitals, Leicester, John Clarke, and John Wragg, Esqrs. The Haberdasher's Company, in London, were, in 1831, patrons of the vicarage, and Sir Henry Halford, Bart., and John Wragg, Esq., Lords of the Manor.

On leaving Wigston, the line for some distance proceeds on an embankment, from which, at a considerable distance to the right, may be observed two spires, one within half a mile of the other. The nearest one points out the locality of the village of Blaby.

BLABY

Is situate four miles south of Leicester; it derives its name from the word *Bladi.* The rectory is in the gift of the Queen, and the principal landed proprietors are J. F. Major, Esq., who is Lord of the Manor, and Trinity College, Cambridge. The river Soar, in its long and winding course through Leicestershire, passes, with the Union Canal, through this parish.

WHETSTONE

Has been known at different periods by the names of *Weston, Whestone, Westham,* and *Hevetsan;* it is a small place. The principal landed proprietors are Trinity College, Cambridge, and the Corporation of Leicester. The Earl of Stamford and Warrington is the Lord of the Manor.

For a considerable distance the line will now be found one continued series of embankments and cuttings. It must certainly have been an expensive undertaking, as from Leicester to Rugby there is scarcely any level country.

About a mile from Wigston Station we pass through Countesthorpe gates. The village of

COUNTESTHORPE

Lies about half a mile to the right. The Trustees of Thomas Monk's Charity, for apprenticing children, at Measham, Derbyshire, are the Lords of the Manor. Countesthorpe was formerly known by the names of *Cuntassethorpe* and *Cunsthorpe.* It is now pronounced *Countsthorpe,* omitting the *e.*

After passing through another cutting, a square-towered church to the left affords accommodation to the worshippers of God resident in

WILLOUGHBY;

Or, more properly speaking, *Willoughby Waterless,* as that is its right name. The soil in this parish is principally clay, and the ground diversified. The Rev. J. Miles is patron of the rectory, and officiates himself. The families of Marven and Marriott are the largest landed proprietors. The traveller will, by the time he has perused this, have arrived at Broughton Astley Station.

BROUGHTON ASTLEY STATION.

Distance to Leicester, 7 miles—Rugby, 13 miles—Loughborough, 21¼ miles—Nottingham, 36½ miles—Derby, 38¼ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Broughton Astley, (pop. 630)—Countesthorpe, 1¼ mile, (pop. 741)—Willoughby, ¼ mile, (pop. 322)—Leire, 2 miles, (pop. 435)—Sapcote, 1¼ mile, (pop. 797.)

The Station is situate below the line, to the right, a flight of about fifteen steps conducting the traveller to the bottom of the embankment. The village of Broughton lies close to the line; it was originally called *Britton*, which deteriorated to *Broctone*, and previously to its present name, *Brostone*. The patron of the living is the Rev. Mr. Adnutt, who officiates himself. He is also Lord of the Manor. It was formerly in the family of Lord Astley, afterwards in Earl Stamford's, who sold it to Lord Keeper Wright, in 1769; George Wright sold it to the Rev. J. Liptrott, in 1769, whose grandson sold it to the present owner.

Embankments and cuttings now succeed each other; one of a considerable height passing near the village of

LEIRE.

This is a small village, lying about a quarter of a mile to the left, and having a branch of the river Soar running through it. It contains a fine church, and a free-school for ten poor children, established by the inhabitants, in 1814, in commemoration of the peace. The Countess de Grey is Lady of the Manor, and Patroness of the Rectory. Lord Aylesford is a considerable landed proprietor in the parish.

SAPCOTE,

A village in the Hundred of Sparkenhoe, is discernible at the distance of about a mile and a half to the right. This place was formerly called *Scepecote*, and afterwards *Sapecote;* the quality of the soil is various, but well adapted for dairying, some of the best cheese in the county being made here. There are also some

rocks of hard stone. The ground is in general flat, and the meadows are subject to inundation from the river Soar, which, with the Foss-road, runs through the parish. There is in the parish a mineral spring, called the Golden Well (celebrated for its efficacy in scorbutic complaints), with neat baths, fitted up by the late J. F. Turner, Esq. The Trustees of that gentleman are sole proprietors, Lords of the Manor, and Patrons of the Rectory. We have now arrived at the third Station from Leicester.

ULLESTHORPE STATION.

Distance to Rugby, 7¾ miles—Nottingham, 39½ miles—Derby, 41½ miles.

DISTANCES TO THE FOLLOWING PLACES:—

Lutterworth, 3½ miles, (pop. 2,262)—Bitteswell, 2½ miles, (pop. 439)—Willey, 2½ miles—Churchover, 3 miles.

This Station stands on the top of the left bank of a deep cutting, with arrival and departure steps for passengers. It is a neat building, having commodious offices and dwelling-house. The bridge at the side passes over the line and communicates with the town.

The village of Ullesthorpe has been, at different periods of time, called *Ulestorpe*, *Otesthorpe*, and *Offelthorpe*, and is situate in the hamlet of Claybrooke, containing within its limits 2000 acres of land. The principal landed proprietors are John Goodacre, Esq., who has a seat in the village, and William Gillson, Esq. Thomas Edward Dicey, Esq., Chairman of the Board of Directors of the Midland Counties Railway, resides within a short distance, at Claybrook House.

The cutting extends for some distance on leaving the Station, and on looking behind, its length appears most extraordinary, the bridges which cross it at its farthest extremity seeming no larger than mimic models of such structures; when it terminates, nothing but one continued line of fields and hedgerows, backed by hills, is to be seen. This continues for nearly two miles, during which space several bridges and a short tunnel are passed. We now leave the county of Leicester, the boundary being marked out by a long narrow lane, just before entering a deep

Ullesthorpe Station.

cutting near to the village of Willey, and prosecute the remainder of our journey to Rugby in the county of Warwick.

We pass, on the right, the villages of

WILLEY AND CHURCHOVER,

Places of small dimensions, and which contain no object of particular interest; the latter derives its name from the circumstance of the church being high above the village. Another deep cutting is passed, and in the distance appears the square tower of Rugby church, on the summit of a hill. The London and Birmingham line, stretching away from right to left, is shortly visible, and the junction of the Midland Counties Railway is seen inclining a little to the left. A temporary station is erected at the north end of the viaduct, until the permanent Station, now in course of erection, is completed. Ere reaching the junction, we pass the splendid viaduct over the river Avon.

THE AVON VIADUCT.

(See Medallion Title.)

This is one of the most beautiful viaducts in the kingdom. It comprises 11 arches, of 50 feet span each, carrying the line over the road from Leicester to Rugby, and over the river Avon. The latter may be seen to the right, winding past a mill, the wheel of which it turns, and proceeding in numerous curves to the left till it joins the Swift, a rivulet rising in Northamptonshire. The viaduct is flanked by massive stone pillars at each end, and is in every respect a magnificent structure. The Station of the London and Birmingham Company may be seen to the right, and the bridge which crosses the road from Lutterworth to Rugby. This bridge is an elegant structure, erected in the Elizabethan style. It consists of a flat Gothic arch, of cast iron, with ornamented spandrils abutting upon octangular towers of brick, with stone dressings: beyond which, on either side, are three smaller arches of brick, with buttresses between them: and the whole is surmounted with a parapet wall, standing upon a bold stone moulding, which is carried through the whole length of the bridge. Close to the bridge, a lofty chimney denotes the stationary engine, for supplying the tank with water for the locomotive engines, and on the opposite side is the Station-house. This building is erected in the Swiss style, with a large projecting roof, and is arranged with arrival and departure steps.

Railway Inn, at Rugby.

RUGBY.

This town is about half a mile to the right of the junction of the two lines, occupying the rising ground; the "soft flowing Avon" carrying its pleasant stream to the east of it, and crossing also the eastern part of the county of Warwick. The historian of the county takes but little notice of this place; he says that it was "a mercate towne, standing chiefly of butchers," and for centuries it has enjoyed a chartered market and yearly fairs, undisturbed by the civil conflicts that have desolated the country. But though it did not suffer from the changes that were made in many other places in the kingdom, it obtained no celebrity till the sixteenth century, when a circumstance occurred which has given to it a national character. In the small obscure hamlet of Brownsover, seen to the right of the London and Birmingham railway, a short distance before arriving at the Rugby Station, was born, in very humble circumstances, Lawrence Sherriffe. Possessing something of the enterprising spirit of the hero of that little tale which has delighted so many youthful fancies, he entered London a needy adventurer, and though he never rose to be "Lord Mayor of London," he contrived to establish himself as a grocer, of some eminence, in the vicinity of Newgate market, and became one of the servants of Queen Elizabeth. He still

cherished an affection for the place of his birth, and though he acquired his wealth in the metropolis, on the decline of life he returned to the neighbourhood, where he peacefully ended his days. At his death he bequeathed his mansion, and a small estate in Conduit-close, near the Foundling Hospital, London, for the endowment of a school and four alms houses; which, though producing, in 1780, only a yearly rental of £116., by the increased value of property, has become worth £5,000. per annum; and the school, from this comparatively small beginning, has arisen to be one of the most celebrated seminaries of the nation.

The present magnificent edifice, at Rugby, was erected in 1808, from the designs of Mr. Hakewill, and occupies nearly the same scite as its humble predecessor. It is chiefly built of brick, but the angles, cornices, and dressings of the windows, are of Attleborough stone. It exhibits a splendid front of 220 feet, to the south, relieved by the graceful disposition of its elevated turrets, and is entered by a projecting square gateway, supporting a tower, with octagonal turrets at the angles; an oriel window, richly embellished with stained glass, gives "a dim religious light" to the library. The inner court spreads itself into a fine area, with cloisters on the east, south, and west sides. The buildings on the north and south form the schools for the different departments of learning; but that on the west is called, by

way of eminence, the Great School. It is in this, on the Wednesday in Easter week, that the prize compositions are recited; the architectural beauty and elevation of the room are well calculated to give effect to this classical scene. The chapel is separated from the school, and is a more recent erection; its style is in strict keeping with the edifice to which it belongs. The east window is enriched with fine stone tracery, and embellished with stone glass, representing the offering of the Magi. Near to the altar is a beautiful marble monument, by Chantry, to the memory of Dr. James, the late Head Master. The interior of the chapel, and the roof, possess much of the cathedral character. There is an approach to the chapel from the school, through an ample archway, and another from the public road. Attached to the Institution are twelve alms houses, erected in the same style, the inmates of which wear the classical gown. The town has derived much of its prosperity from the establishment of this celebrated school, and the London and Birmingham and Midland Counties' Company having made it a principal station, will give a new impulse to the spirit and prosperity of the place. The church is an ancient edifice, built in the early English style. It has undergone some alterations and additions, under the skilful directions of Mr. Rickman, of Birmingham, and well deserves the inspection of the visitor. The Rev. Dr. Arnold is the Head Master of the school, and the Rev. —— Moultree the Rector.

Having now completed our task, we sincerely hope that the description we have given of this, one of the most picturesque railways in the kingdom, may prove as acceptable to our readers, on perusal, as it has given us pleasure in the compilation; and that the Midland Counties' Railway Company may reap the reward which their persevering spirit and enterprise so well deserve.

BORROWASH.*

The workmen, in commencing operations at the village of Borrowash, near Derby, discovered several curious relics of antiquity. About two feet below the surface of the earth the soil assumed a black tinge, and bones, evidently burnt, were

* This valuable communication was received too late for insertion in its proper place.

found. Proceeding further, whole skeletons of the human body appeared, altogether probably not less than seventy or eighty; nine of them were of gigantic stature, and lay due east and west. In one of the skulls was found the head of an arrow. At a later period were found a singular box, lined with gold, which contained some amulets and jewels. Rings, and an ornament resembling a brooch, massively and rudely made, were also discovered; and a small vase, composed of a whitish kind of clay, and containing the bones of a bird (apparently those of a pigeon), also a Roman coin, bearing the following inscription on the obverse side:—CONSTANTINVS P. F. AVG; on the reverse, SOLI INVICTI COMITI. P.T.R. The burnt bones of the ox, boar, and sheep, were found in abundance. These antiquities were discovered upon an elevated spot, and it is natural to infer that it was a British tumulus or Barrow, and from it probably the village derived its name. Borrowash no doubt is a corruption of Barrow-ash, or "the ashes of the Barrow." Some remains, apparently British, were also found.

THE

MIDLAND COUNTIES' RAILWAY,

From Derby to Nottingham, is in length 15¾ miles, and from Derby to the junction with the London and Birmingham 49½ miles, which point or junction is 82½ miles from London, making the total distance from Derby to London 131¾ miles. The works of the line from Derby to Long Eaton, and from Long Eaton to Loughborough, were contracted for by Mr. W. Mackenzie, of Chorley, Lancashire: and those from Long Eaton to Nottingham, by Messrs. Taylor, Sharpe and Johnson. Messrs. Eckersty and Worswick contracted for the works from Loughborough to Syston; Messrs. Gordon and Hector McLeod those from Syston to Leicester, and Mr. David McIntosh for the contract from Leicester to Rugby, comprehending the most difficult and extensive portion of the whole. All the works have been very ably superintended by T. J. Woodhouse, Esq., principal Engineer, to whom, with his staff, the Company are indebted for the most unremitting exertions: to which, it is but just to add, that the skill and energy of most of the Contractors secured the opening of the line throughout at a much earlier period than at one time was thought practicable.

THE

LONDON AND BIRMINGHAM

LINE OF RAILWAY.

THE

LONDON AND BIRMINGHAM

LINE OF RAILWAY

Was opened in September, 1838: it extends 112½ miles from the entrance at Euston Square, in the northern part of London, to a spot in the northern environs of Birmingham. It passes through six counties, within one mile of the city of Coventry, and of numerous towns, as Rugby, Tring, Stratford, Leighton Buzzard, Berkhamstead, Watford, and Harrow, &c. &c. Between Camden Town and Euston Square the trains are worked by a stationary engine, by means of a rope 100,000 feet in length, and eight inches in circumference.

The fine Doric portico in Euston Square reminds us of the propylæ of the Greek cities, with centre and two lodges upon each side. Its proportions are elegant; the columns are eight feet and a half in diameter, forty-two feet in height, and the full height of this noble edifice, to the apex of the pediment, is seventy-two feet. The cost of the front alone, with the wings, exceeded £35,000. The entire offices are upon an admirable plan for convenience and respective communication; and we find all the arrangements simple, comprehensive, and exact. With regard to the station of the carriages, and the passing of the trains, the simple regulation of adhering to the old practice of keeping the left side, has wonderful effect in facilitating the general business, while it obviates all danger of accident, or collision by the trains. Passing through a handsome suite of offices, where tickets are given, we enter a capacious yard covered overhead, with a roof supported by iron columns. Proceeding from this great starting point, the train carries us speedily through a wide cutting twenty feet deep, with iron balustrades at the top, which terminates at about a mile's distance at Camden Town. To this place four lines of railway may be observed, but afterwards there are only two, except at depôts and sidings. At Camden Town station the locomotive engine is attached to the

among the next objects we notice. Near the last spot we leave the county of Buckingham, and enter that of Northampton, pass over a lofty embankment which divides the village of Ashton, and arrive at the Roade station, where coaches meet the trains to convey passengers to and from the adjacent towns, Northampton, &c., as well as from the towns of Lincolnshire and Bedford. Thus Roade, from a petty village, has assumed the importance of a large posting town.

The Blisworth cutting is the next great work, in depth fifty-five feet, not less than one million cubic yards of earth having been removed from it. It is a curious fact also, that in the completion of the embankment at Ashton, owing to the unsound state of the valley at the base, the materials disappeared as fast as they were deposited, and the surrounding surface outside the railway actually burst in consequence of the enormous pressure, and a culvert near the spot was completely destroyed. The power of a culvert to sustain an embankment fifty feet in height, may be supposed to be great; and its construction upon a soft foundation is a task upon which no engineer, however cautious and skilful, can calculate with any certainty. Nearly £100,000. beyond the original estimate was expended on this work; a wonderful evidence of the extent of engineering science in this country.

An inclined plane succeeds this cutting, from either side of which are seen extensive prospects over the country—villages, picturesque seats, and spires, and the tower of Blisworth church in the distance. Soon we come to a lofty bridge of one arch, which spans the highroad between the towns of Towcester and Northampton. A covered staircase leads from the railway to the Blisworth station; and near Gayton wharf, the Grand Junction Canal is crossed by a bridge running parallel with the line for several miles. We next reach the Stowe Hill tunnel, 480 yards long, pass under the Holyhead road, and from the summit of the hill above the tunnel catch extensive views of the hills round Weedon and Daventry, the pleasant village of Stowe, &c., surrounded with delightful scenery.

Again crossing the Holyhead road over an oblique iron bridge, we pass under the ancient Watling-street, and pursue our course through a wood belonging to the Brock Hall Park estate. Thence we come to an iron suspension-bridge—a stupendous work, braced together by cast-iron frames, and forming an arch of seventy feet span, on which the platform is hung. Leaving Buckby to the right, we arrive at the Crick station, and thence to the grand tunnel through the Kilsby ridge, considered one of the most ex-

traordinary works of the present day. It is 2428 yards in length, 18 inches thick in the brick-work, and the whole is built in either Roman or metallic cement.

After leaving the tunnel, we gain a fine open view, diversified with every variety of scenery, through which the majestic trains sweep along the fine level with tremendous velocity. At the eightieth mile from London we leave Northampton county, and enter that of Warwick; the line crosses the Oxford Canal, and to the west we see the village of Hill Morton, its church and parsonage, and are told that a bridge of communication has been formed between them and the railway. We pass another embankment, and a cutting spanned by a bridge of three arches, and reach the Rugby embankment. Clifton and Brownsover are seen to the eastward; and farther on, a sharp turn to the west shows us the viaduct of the Midland Counties Railway, which joins the line at this place, as does the Birmingham and Derby, now completed, farther on.

We are next delighted with a magnificent view over the Avon valley, the river winding along the eastern side, Newbold with its spires seen rising in the same direction. We pass the Brandon embankment, two miles and a half in length, across the Avon valley, reaching the Roman Fosseway by a bridge, and the river by a grand viaduct of nine arches. Through this the distant landscape appears to peculiar advantage. The Brandon intermediate station is situated at this point.

Approaching Coventry, we come to a bridge of one arch, built at an acute angle, and forming an angle with the railway of 28 degrees. Here, as elsewhere, we observe policemen, each having his duties well defined, some provided with signal-flags, and with revolving signal-lights during the night. When near Coventry, we obtain an indistinct view of Combe Abbey, built on the site of the first Cistercian monastery founded in Warwickshire, and belonging to the Earl of Craven. We pass through some very interesting scenery as we approach the Castle of Warwick by a handsome stone bridge, from which a view of this time-honoured and magnificent structure is obtained. At length, after traversing a succession of important and highly finished works, we reach the last grand embankment, terminating in the grand viaduct over Lawley-street and the river Rea, unrivalled, perhaps, by any to be seen.

Another embankment brings us to a massive stone bridge, sufficiently expansive to admit the passage of the Junction railway, and it was for this reason executed at the joint expense of the two companies. The Birmingham depôt is just 112½ miles

from London; the station is one of the finest in the world. The entrance is by a handsome portico with Ionic columns; the receptacle for the trains has six instead of four lines, as at Euston Square; it is 217 feet in length; the roof is of wrought iron, in two spans of fifty-six feet six inches each. The engine-house is capable of holding sixteen engines and tenders, and under each engine is a pit three feet deep, which enables the engine-men to get underneath to examine and repair it. In front of the engine-house are store-rooms, offices, workshops, over which is a tank holding 170 tons of water, with provision for a steam-engine to work a pump from a well below, in case the regular supply should fail. In the locomotive department, preparations are made to ensure the safe and economical working of the railway. Each engine carries a box of tools; the various out-stations are fitted up with forges, work-benches, &c., enabling the engineers to execute necessary repairs.

Wolverton, however, is the grand central station, where preparations for every thing have been made upon a vast scale, equal to any want that can possibly arise. It is a curious fact, showing the amount of the general consumption of materials required, that in an average trip to London the engine will exhaust 2000 gallons of water and twenty-four hundred-weight of coke; and the tender carries a ton of coke, and upwards of 700 gallons of water.

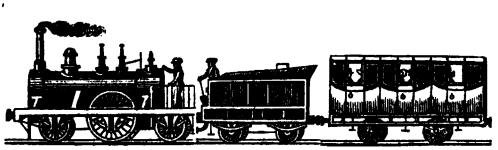
For the accommodation of travellers going the entire distance, the trains which arrive from London run into the Grand Junction line at Birmingham, where there are excellent refreshment-rooms. In the same way, the trains from Manchester and Liverpool run into the London and Birmingham station, whence they are forwarded after a brief interval.

This magnificent work, which has carried the previous inventions of men of genius to a degree of public usefulness never anticipated, has now, it appears from the reports before us, already begun to make returns of interest exceedingly promising for the future. The outlay being upwards of six millions, it will require, to pay 10 per cent., that the road should produce £600,000. annually, besides a large addition to defray the various expenses of maintaining so vast an establishment. It is, at the same time, far removed from all fears of its proving a mere speculation; hosts of travellers, both for business and pleasure, will render its returns certain and ample; the receipts have been steadily advancing, from the hour of its partial opening to its complete operation, and its half-yearly reports continue to be more and more satisfactory. As a proof of this gratifying fact,

it will be sufficient to mention that the receipts for the first six months of 1839, namely, from the 1st of January to the 30th of June, reached as high a sum as £270,000.; which sum, added to the same for the other six months, will give for a total annual receipt the handsome income of £540,000. a-year. But if we estimate the annual receipts by the returns of a single month (July, 1839), they would realise the immense sum of £720,000. per annum. During some weeks the receipts were as high as from £15,000. to £20,000., or upwards of £60,000. per month; an immense increase upon the previous year, months, and weeks, preceding it. This increasing ratio is in part to be attributed to the immense numbers flocking out of town for the season.

The recent opening of the Midland Counties and Derby and Birmingham railways, of the branches of the north and midland counties, the Aylesbury and Birmingham, will all, like tributary streams falling into a vast river, bring a rapid increase of business, besides adding to the prosperity of the rural districts, and form an important epoch in the annals of civilization and science. Thus, in whatever point of view contemplated, whether in its magnitude, in its triumphs of skill and labour over incredible difficulties, in its national utility, or social results, this head and centre of British railway lines will remain an enduring monument of the enterprising spirit, genius, wealth, industry, and indomitable perseverance of a British proprietary.

[For the preceding brief, but interesting particulars of the London and Birmingham railway, we are indebted to "Chambers' Edinburgh Journal."]



HACKNEY COACH AND CAB FARES

FROM EUSTON STATION, LONDON.

	Coach. s. d.	Cab. s. d.
Angel, Islington	1 6	1 0
Aldgate Pump	3 6	2 4
Bank, England (Front of)	3 0	2 0
Bow Church	2 6	1 8
Bond-street, Oxford-street	2 0	1 4
Berkeley-square	2 0	1 4
Bedford-square, by Gower-street	1 6	1 0
Bedford-square, through Bedford Estate	1 0	0 8
British Museum	1 0	0 8
City Boundary, Aldgate	3 6	2 4
——— Aldersgate-st	2 6	1 8
——— Holborn Bars	1 6	1 0
Charing Cross Statue	2 0	1 4
——— Golden Cross	2 0	1 4
Covent Garden, Piazza	1 6	1 0
Crown and Anchor, Strand	2 0	1 4
Colosseum	1 6	1 0
Custom House Stairs	3 6	2 4
Drury-lane Theatre	1 6	1 0
Exeter Hall	2 0	1 4
Elephant and Castle	3 6	2 4
Finsbury-square	3 0	2 0
Fitzroy-square	1 0	0 8
Foundling Hospital	1 6	1 0
General Post-office	2 6	1 8
Gracechurch st, Spread Eagle	3 0	2 0
Great Western Railway	2 6	1 8
Greenwich Railway	3 6	2 4
Holborn, George & Blue Boar	1 6	1 0
Horse Guards	2 0	1 4
House of Commons	2 6	1 8
Hyde Park Corner, Piccadilly	3 0	2 0
Hatchett's Hotel, Piccadilly	2 6	1 8
Hyde Park, Edgeware-road	2 0	1 4
Islington Church	2 0	1 4
India House	3 0	2 0
King's Cross	1 0	0 8
Lad-lane, Swan with two Necks	2 6	1 8
London and Southampton Railway	4 0	2 8
London Hospital	4 0	2 8
London Bridge Wharf	3 0	2 0
Lambeth, Three Stags	3 6	2 4
Mint, Tower Hill	3 6	2 4
Marsh Gate, Lambeth	3 0	2 0
Middlesex Hospital	1 6	1 0
Opera House	2 0	1 4
Obelisk, St. George's Fields	3 6	2 4
Portman-square	2 0	1 4
Pantechnicon, Knightsbridge	3 0	2 0
Ratcliff Highway, Coach Stand	4 6	3 0
Regent Circus, Oxford-street	1 6	1 0
Soho-square	1 6	1 0
Somerset House	2 0	1 4
Sadler's Wells Theatre	2 0	1 4
Sessions House, Clerkenwell	2 0	1 4
Surrey Chapel, Blackfriars-road	3 0	2 0
St. Katherine's Wharf	4 0	2 8
St Luke's Hospital	2 6	1 8
St. Paul's, Ludgate-hill	2 6	1 8
St. James's Palace	2 6	1 8
Temple Bar	2 0	1 4
Vauxhall Gardens	4 6	3 0
Westminster Bridge	2 6	1 8
Whitechapel Church	4 0	2 8
White Conduit House	2 0	1 4
Wood-street, Cross Keys	2 6	1 8
Zoological Gardens, Regent's Park	2 0	1 4
Zoological Gardens, Surrey	4 6	3 0

CAR FARES

FROM THE BIRMINGHAM STATION.

	s. d.		s. d.
Albion Hotel	1 0	Hen and Chickens Hotel	1 0
Botanic Gardens, Edgbaston	2 6	Icknield Bridge, Monument-road	2 0
Bell Inn, Bristol-road	1 6	News Room	1 0
Birmingham Canal-office, Paradise-street	1 0	Old-square, Stork Hotel	1 0
Crescent (any part)	1 6	Post Office	1 0
Dee's Royal Hotel	1 0	Plough and Harrow, Hagley-road	2 6
Deaf and Dumb Institutions	2 6	Swan Hotel	1 0
Deritend Bridge	1 0	St. Martin's Church	1 0
Edgbaston Church, by Bristol-road	2 6	St. Philip's Church (Dee's Hotel)	1 0
——— by Broad-street	3 0	St. George's Church	1 6
Edgbaston, Wellington-street, Bristol-road	2 0	St. Mary's Chapel	1 0
Five ways Toll gate	2 0	St. Paul's Chapel, Ludgate Hill	1 6
Free School, New-street	1 0	Sand Pits Toll-gate	2 0
General Hospital	1 0	Trinity Chapel, Deritend	1 6
		Town Hall	1 0
		Theatre	1 0

BIRMINGHAM RAILWAY STATION.

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THE

BIRMINGHAM

AND

DERBY JUNCTION

LINE OF RAILWAY.

THE

BIRMINGHAM AND DERBY JUNCTION LINE OF RAILWAY.

The station of the Birmingham and Derby Junction Railway Company, at Derby, forms the south-west wing of the stupendous fabric which we have previously noticed, and is a meet finale to an undertaking so magnificent. The line of railway known by the above name, which commences at Derby, and passing by Burton-on-Trent, Walton-on-Trent, Tamworth, Coleshill, and Kingsbury, joins the London and Birmingham Railway at Hampton-in-Arden, may truly be considered an important line, inasmuch as it forms a direct communication between, and unites the eastern counties with Birmingham and the West of England: and now, on the opening of the North Midland, extends that communication to Leeds, by the York and North Midland to York, and by the Great North of England to Darlington; thus spreading, far and wide, an immensity of traffic which would otherwise lie dormant, and extending the means of expeditious transit from the north-eastern coast to the south-western parts of the kingdom.

This railway was first commenced in 1837, the Act of Parliament being obtained in the previous year: and so rapid was the completion of the works, after the breaking up of the ground, that in 1839 this splendid monument of the ingenuity, perseverance, and invention of man, was opened for public use.

The line of country through which the railway passes is extremely favourable for such a purpose, there not being a tunnel, and only one considerable elevation and embankment, which are in the neighbourhood of Tamworth. The whole of the expense of the line is estimated to have amounted to £830,000., a mere trifle, as compared with the outlay of the London and Birmingham Company, whose line is not more than three times the length,

but cost five millions sterling!!! The gradients of the shorter line are also exceedingly favourable, nearly one-half being level, and the remainder varying in inclination from six to twelve feet, which, in comparison with other lines, is astonishingly small. The Act authorised the Company to raise £630,000., in 6,300 shares, of £100. each, and also to borrow £200,000. more, if there appeared an absolute necessity for so doing. In the summer of 1838, the Company had occasion to raise the loan, ere their undertaking could be finally accomplished. The annual income, proved before the House of Commons, was £80,514., exclusive of what might be derived from the disputed* London traffic.

Having previously described the town of Derby, it is unnecessary to enter again into the minutia, we will therefore take our places in the carriage, and prepare for our journey.

Having passed the engine-house and other works of the Company, the train immediately glides under an elegant stone bridge, supporting the road from Manchester and Derby to London, over the line. Within the distance of a quarter of a mile, another bridge is passed under, carrying on its substantial surface the road to Ashby-de-la-Zouch, in Leicestershire, through the village of Osmaston, only half a mile distant, but hidden amongst the trees. Osmaston Hall is the neat and tasteful residence of Mr. S. Fox, of Derby, but was formerly inhabited by the Wilmot family, the head of whom inherited the title of Baronet. After passing this bridge, the village of Little Chester becomes visible to the left: there is no doubt that this place was formerly a Roman station, as portions of the wall, some tesselated pavement, coins, &c., have been discovered in various parts of it. The view is now entirely obliterated by a deep cutting, over which the Sinfin and Normanton-road is carried by an oblique bridge: the village of Normanton lying to the right of the bridge, and Sinfin Moor, with the Moor Plantation, farther off to the left. The view from this bridge is very extensive, parts of both Leicestershire and Nottinghamshire being visible on a clear day. After emerging from this cutting, and passing through another less lengthy, the open country is again before the traveller. After passing under two bridges, called Barrow and Stenson bridges, the country around becomes most delightful, the traveller's eye resting for a moment on the fruitful valley of the Dove, with its verdant green, and taking a glance at Normanton

* The Birmingham and Derby Junction, and the Midland Counties railways, are generally looked upon as opposition lines, so far as the London traffic is concerned. The latter has decided advantages in point of distance, being many miles nearer.

church spire, which is visible behind, may at once comprise in its enchanting range a large portion of the county of Derby.

Having passed a second Stenson-road, we enter on another embankment, and immediately cross an oblique iron bridge, suspended from arched cast-iron girders of fifty feet span: this is thrown over the Trent and Mersey Canal, which is seen afterwards from the railway for a long distance to the right. This great undertaking, which is more commonly called the Grand Trunk Canal, was begun in 1766, by the celebrated Mr. Braidley, and conducted to its completion, in 1777, by his able successors, Messrs. Smeaton and Rennie; it forms part of the grand communication between Liverpool, Hull, Bristol, and London, and passes through Derbyshire, from Burton, to its termination at Wilden Ferry, following the course of the Trent. Its whole length is between ninety and a hundred miles, and from the immense traffic on it, it has been one of the most profitable canals ever cut; the shares, which were originally £50., have, in many instances, fetched £600. or £700., and the regular price has been £500. and £600. The village of Findern now appears to the right, situate on a gently rising hill. It took its name from a very ancient family who formerly resided there: the last of whom, Thomas Findern, died in 1558. There is a church in the village of Findern, and the Unitarians and Wesleyan Methodists have meeting-houses there.

The lofty spire of Repton church now presents itself to the left, above the dark foliage of the trees, forming a most conspicuous object for miles round. Repton was anciently a colony of the Romans, called *Ranpan dunum*, the earliest accounts of it going back as far as the year 660; previous to that time a monastery, of extensive dimensions, was established there, but the Danes, on their landing in England, destroyed it. Repton was called by the Saxons *Hreopandune*, and in ancient deeds its name is written *Reppendune*, *Rapandon*, *Repindon*, and *Repington*. It is celebrated by antiquarians as the capital, or principal city in the Saxon kingdom of Mercia, and as the burial-place of many of the kings of that nation. Several battles are recorded to have been fought within its neighbourhood, and many a scene of rapine and violence to have occurred within the town itself. In the reign of Henry VIII., the Priory of Repton, and its possessions, which had been founded by the Abbess Matilda, and richly endowed, vested in Thomas Thacker, Esq., in consequence of the king's order for the "rooting up" of such institutions. At first Mr. Thacker neglected taking down the church, but being alarmed by a report that Queen Mary would re-establish

abbeys, he hired, on a Sunday, all the carpenters and masons of the neighbouring county, and in a single day razed it to the ground; saying, he would "destroy the nest, lest the birds should settle there again." Another church was afterwards built, but the hand of time has eradicated it, and tradition records that this is the third church whose walls have been reared on the same spot. It is situate at the lower part of the village, which consists principally of one long street of scattered houses, extending from north to south, at the edge of the Trent valley, pleasantly elevated above the meadows, and is a large handsome structure, with an elegant as well as lofty spire. The edifice has evidently been erected at two different periods, by the style of the windows and arches; the naves and side aisles seem to be of the reign of Edward the Third, but the chancel appears more ancient, and to have been higher than at present. Beneath the chancel is an ancient crypt, or subterraneous vault, used, in former times, for preserving the bodies of martyrs or other saints. It is supported by pillars, which are enwreathed round in the most fanciful manner, and has long extending vaults, approached by entrances from the church. From the fields adjacent to the church-yard have been traced many foundations of buildings, leading to the north end, and joining to the Priory itself. What remains of the old Priory has been converted into a large school, with habitations at each end for the upper and second masters. The school-room, as appears from the windows and other traces, was the refectory or hall of the Priory; the dormitory being at the north end of it, and the cloisters on the east side. The school was founded in 1556, from estates left by Sir John Porte for its foundation and endowment, and that of an hospital at Etwall. Its present revenue is £2,500. per annum. John Lightfoot, the celebrated Hebraist, was usher in it, and many eminent men have there received their education. We must now conclude our description of Repton, for short as it has been, the train has ere now arrived at the

WILLINGTON STATION.

The station at this place is an exceedingly neat one, the roof of it being just level with the rails, on account of the height of the embankment; the village appears below, being situate part on each side the line, the latter completely dividing it. The church is to the left, and is a very old one, built of stone, and having a low square tower. It is dedicated to St. Michael, and the patrons are the Governors of Etwall Hospital. The means

Repton Church and School.

of ascent from the station to the trains is a flight of steps, twenty-eight in number. The Derby-road runs through the village. Two large bridges are erected near to the station, both carrying the line over turnpike roads; the first is of iron, and crosses the Twyford-road—the second, of brick, leads to the village of Repton, and then onwards to Ashby-de-la-Zouch. The manor of Willington belonged anciently to the Findernes, and afterwards came into possession of the Meynells; Sir Henry Crewe, Bart., was afterwards possessed of it, but it is now the property of Sir Francis Burdett, Bart., M.P., of Foremark Hall.

Foremark Hall, the seat of the present venerable scion of the house of Burdett, stands about three miles from the line; it is pleasantly situated on the banks of the river Trent, and was built about eighty years ago, by the late Sir Robert Burdett, on the site of a very ancient one belonging to the family. The present building is handsomely formed of stone, with a portico projecting from the north front, which is in other respects uniform with the south, consisting of a square centre, flanked with bows, terminating in dome roofs. Each front has an elegant double flight of steps. The offices are connected with the east end of the building by a covered walk, leading through the enclosed court. On a rising ground, near the west end of the Hall, which is orna-

mented by a small lawn, shaded by a grove of young oaks, stands the village church.

On leaving the Willington station the train proceeds for about three quarters of a mile on the same embankment, and immediately on reaching its level, passes under a bridge which carries the road to Egginton over the railway; it has three arches, and is faced with stone. Immediately afterwards, a stream which lends its tribute to the Dove is passed over by a wooden bridge of ten piers. Looking to the right, the Dove itself may be discerned, crossed by two bridges; the nearest carries the road to Derby over it—the farthest carries the Trent and Mersey canal, which has been the constant companion of the railway up to this period, over its fellow element, nine arches being required for that purpose: another bridge is shortly passed, carrying the line over the Dove itself. The bridge is constructed of wood, and has two piers to break the force of the water. The Dove, which has its source in the High Peak, a few miles south of Buxton, is for many miles the boundary between Derbyshire and Staffordshire, and holds a course nearly parallel to the Derwent, falling into that river near Newton Solney. Like the other rivers in Derbyshire, it sometimes swells to an amazing height in the space of a few hours, doing considerable damage, and returning as suddenly to its natural channel.

Foremark Hall.

The village of Egginton is now distinguishable to the right, very pleasantly situate on account of its proximity to the Dove, on the banks of which, near to the village, is the seat of Sir Henry Every, Bart. The family of the Everys have long possessed property there. Egginton is rendered famous, owing to a battle being fought on the Heath near to it, in March, 1644, between the Royalists and Sir John Gell's forces, commanded by Major Molanus and Captain Rodes. The Royalists are said to have been beaten and driven across the Trent.

To the left, situate on the summit of a lofty hill, appears Newton Castle, but so thickly surrounded with trees as only to admit of the battlemented towers being seen. A short time since it was the residence of Abraham Hoskins, Esq., but it is now inhabited by an opulent family of the name of Worthington. On a closer inspection it will be found to be built in the old castellated style, having round buttresses, ramparts, loopholes, &c., and presenting altogether a very interesting appearance. To the right is the village of Horninglow, much resembling Findern in appearance. It is small, and was formerly comprised in the Burton Abbey lands, but is now the property of the Marquis of Anglesea. To the left is Wetmore, another small village, known at various times and in various reigns by the names of *Withmere*,

Wightmere, and *Whitmore*. This place also belonged to Burton Abbey, and was granted, along with Horninglow, to Sir William Paget, knight, by Henry the Eighth; the present Marquis of Anglesea being a descendant of Sir William. An old house belonging to the Abbots, and used by them at times as a residence, was taken down some years back, and a smaller farm-house erected on its site. The name of one of the Abbots, curiously embossed on stone, was, however, till very lately, preserved over the chimney-piece.

Immediately on seeing Wetmore, the train dashes under a splendid brick viaduct, of eleven arches, which extends for a considerable distance, and carries the high-road to Derby over the line. We shortly afterwards stop at the

BURTON-ON-TRENT STATION.

The station at this place is large and commodious, there being both arrival and departure steps, under-ground walks to reach the different trains, large booking-offices, and extensive sheds for goods. The road into the town was, until the opening of the railway, a very narrow and inconvenient one, but through the spirit of the Company, it is now twice its original width, with

Burton-on-Trent.

raised causeways of gravel for the accommodation of foot passengers. The town itself is clean, and well built, and is situate in two counties, from being divided by the river Trent; that on the north side being in the county of Derby, intermixed with the parish of Stapenhill—and that on the south, in the county of Stafford and diocese of Lichfield. The town derives its second name from the river Trent, as well to distinguish it from Burton near Stafford, and fifty or sixty others in various parts of the kingdom. Burton-on-Trent was a considerable place in the time of the Saxons, and in the ninth century an Abbey was built there to St. Modwena, a lady much famed for piety, and the founder of many Abbeys; the Earl of Mercia was the founder of the one at Burton. King Henry the Eighth, at the dissolution, formed it into a Collegiate Church, and placed a Dean and Chapter in it, bestowing upon it also many rich benefits; these have descended, through the Paget family, down to the present Marquis of Anglesea. There are now two churches in Burton—the old and the new. The fine old collegiate church of Henry the Eighth was so much injured during the civil wars, owing to some gunpowder exploding in its interior, that it was obliged to be taken down, and the present neat fabric was built in its place

about the year 1720. The old church-yard is one of the prettiest retired spots that can possibly be imagined; the Trent flows at its side, and the green grass flourishes luxuriantly over the remains of those who repose there. The new church is a substantial and neat stone edifice, with a neat burial-ground. There are also in Burton a good race-course and stand, a large Town Hall, built by the Marquis of Anglesea, gas-works, alms-houses, and all the appurtenances of a market town. An ancient brick bridge crosses the Trent, near it, and by the side of the stream are a considerable number of breweries, the justly celebrated "Burton Ale" being the principal produce of the town. So far and wide has this tempting beverage spread its own fame, that it requires no praise from us; we will only add, that so much of it is brewed, that some of the largest coppers in England are to be found at Burton, and their produce is exported to all parts of the world. With respect to the historical events connected with Burton, there are few small towns that have been more conspicuous. More than one pitched battle has been fought near it; the Trent, within its vicinity, has often been disputed inch by inch, and blood flowed like water. The unfortunate Mary, Queen of Scots, honoured the town with her presence for one night, on her way from Chartley to Fotheringay Castle. In the

civil wars the town suffered greatly, being several times taken and retaken by both parties. From its healthful situation, Burton is much resorted to by invalids, who find great relief in its cool and retired situation.

The Trent and Mersey Canal, flowing by the side of the railway, may be discerned after the train has left the station, and its Burton branch is crossed by an iron bridge. To the left is Drakelow Park, situate on the Derbyshire side of the Trent, rendered famous from being the point where King Henry the Second, with his army, forded the stream in pursuit of his disaffected Barons. The village of Branston, which requires no particular mention, is now passed, close to the line, and immediately Walton-on-Trent appears on the opposite bank of the river from which it derives its name, while the train stops, after a stage of only four miles, at the

WALTON-ON-TRENT STATION.

The village of Walton is small, but prettily situated, having a bridge, of modern manufacture, thrown across the Trent near to it, by which access to the railway is gained. Near to the village is Walton Hall, the residence of Matthew Gisborne, Esq., brother of Thomas Gisborne, Esq., M.P. for Carlow.

As the train proceeds on its journey, the Forest of Needwood opens to the right, displaying at once the wide expanse of ground in which the kings of England made it their pastime to hunt the deer and boar. Previous to the reign of Charles the First, it was more than twenty-three miles in extent, but that monarch felled a considerable portion of it. Its extent is now about 6,000 acres of land, of the finest description, abounding in deer and game of all kinds. Beneath the woods, to the left, three rivers, the Trent, the Tame, and the Mease, mix their waters in one common stream. The Trent is by far the largest river of the three, having its source near Biddulph, on the borders of Cheshire, and flowing down as a boundary between Derbyshire and Staffordshire, receives the Tame, which comes from Tamworth, and the Mease from the neighbourhood of Ashby-de-la-Zouch, and then pursuing its own course, passes down by Burton through Derbyshire, Nottinghamshire, &c.

A viaduct of nearly a quarter of a mile in length is now passed over by the train, by which means the Trent and the Tame are both crossed. No less than one thousand piles, driven fifteen feet below the beds of the rivers, are required to support this immense fabric, which is built extremely light, and at the same

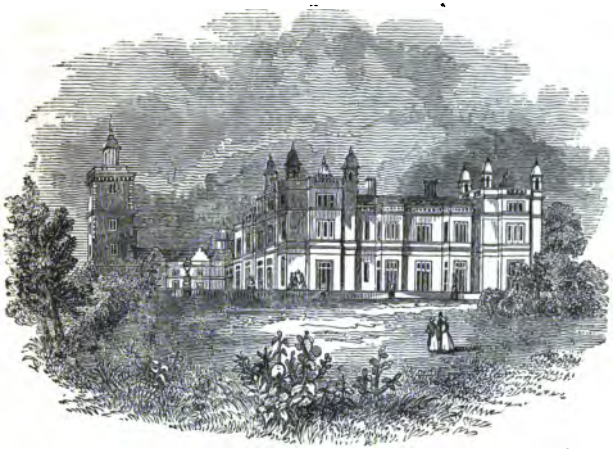
time possesses great stability; the views from it are rich in verdure and loveliness, and on leaving it the village of Alrewas presents itself. The Derby-road, crossing the Tame by a handsome brick bridge of three arches, is plainly seen, and almost immediately the train passes over the road by another bridge. Some distance further on, a very deep cutting excludes the view and prevents the village of Harleston being seen. The city of Lichfield, with its venerable cathedral, is not more than five miles from this spot. After passing through this cutting, and also another of less extent, the train suddenly emerges on to a high embankment, having on either hand the delightful valleys of the Tame and Anker. The town of Tamworth, with the tower of its venerable church, is also visible, and we check our speed at the

TAMWORTH STATION.

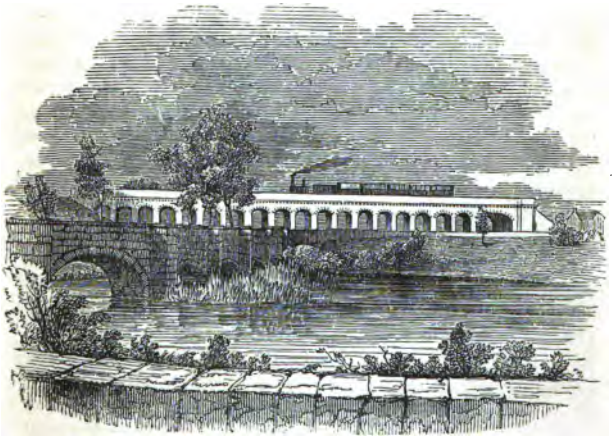
The town of Tamworth, which is situate in the county of Stafford, is not an unimportant place, as its having been represented in Parliament by Edward Lord Thurlow, and now by the no less famous Sir Robert Peel, Bart., will plainly evidence, as well as its conferring the title of Viscount upon Earl Ferrers. Its name is constituted by the river Tame, and *Waert*, a water farm—it being situate at the confluence of the rivers Tame and Anker, and partly in the counties of Stafford and Warwick It has also had its share in the troublesome times of England. At a very early period it was the site of a Mercian fortification, and Offa, as well as others of the Mercian kings, fixed upon it as the capital where they should issue laws to their subjects and possessions. Tamworth Castle was erected by Ethelfleda, daughter of Alfred the Great, and was the residence, for a long period of time, of the different members of the noble house of Marmion.

The Tamworth embankment, which we now proceed along, is extremely lofty, and the view from its summit is well worthy of observation. The town of Tamworth appears far beneath, and beyond it is Drayton Manor, the seat of Sir Robert Peel, Bart., backed by the Sutton Coldfield heights.

The Anker viaduct is now passed, which for size and beauty is scarcely surpassed by any in the kingdom; it consists of eighteen segmental arches, of thirty feet span, and one noble oblique arch of sixty feet span. It rises to the height of twenty-three feet above the bed of the river, and the frontage being of beautiful stone, in the placing of which much architectural skill has been displayed. The Polesworth-road passes beneath the principal



Drayton Manor.



Anker Viaduct.

arch, and from thence the sight is imposing in the extreme. Our readers will scarcely credit it, when we inform them that £18,000. was spent in the erection of this elegant specimen of modern ingenuity.

After leaving the Tamworth embankment, we enter on another which crosses the Fazeley canal, and exhibits part of the village of Fazeley to the right. The Fazeley canal connects Birmingham with the Coventry and Trent and Mersey canals. Fazeley contains some extensive cotton manufactories, the property of the late Sir Robert Peel, and has printing and bleaching works, woollen, nail, and other manufactories, comprised within its limits.

Glascote now appears to the left, and shortly afterwards the train enters a deep cutting, which is crossed by two bridges, the second carrying the Atherstone-road across the railway. Atherstone is six miles distant, and rendered famous by its being the place where the Earl of Richmond encamped shortly before the battle of Bosworth Field. The field of battle is situate about seven miles from Atherstone, at a place called Market Bosworth, in the county of Leicester. The country now becomes very contracted, and an embankment and cutting of no interest being passed, we arrive at the

KINGSBURY STATION.

The limits of our book will not allow us to say more of Kingsbury, than that it is a neat little place, situate to the right of the line, having a church of an exceedingly prepossessing appearance. After leaving the station, it is for a short distance plainly distinguishable, but a cutting soon hides it. The Tame is seen washing the embankment to the right, on emerging to the open country, while on both sides a rich and fertile country, blessed with all that a bounteous Providence can bestow, appears. The Coventry-road is now crossed, and in another mile the Coleshill and Coventry-road passes over the railway, by a bridge, while further on the main road from Coleshill to Atherstone likewise is borne over the line. Having passed another short cutting, the open country is once more gained, the view comprising the spire of Coleshill church, and likewise the next resting-place of the train,

COLESHILL STATION.

The little village of Blythe lies close to the railway, but owing to the town of Coleshill, which is a place of considerable im-

portance, being only a mile distant, the station is named after it. To the right is Blythe Hall, the seat of William Stratford Dugdale, Esq., M.P. for North Staffordshire, while the village is situate to the left. Coleshill derives its name from being built on a hill by the side of the river Cole; it is comprised almost entirely in one long street, and would sink into insignificance were it not from the circumstance of its being a great thoroughfare. The church, which has a modern spire, while the body is of considerable age, is a great ornament to the town. Near to this edifice stands the Free Grammar-school.

The valley which lays to the left, on leaving the station, contains Maxtoke Castle, the seat of Captain Dilke, while about a mile and a half beyond is Maxtoke Priory. The Castle is in good preservation, but the Priory has much fallen to decay. To the right, Coleshill church and part of the town appear against the sky, situate on the summit of a steep hill, which renders the former a conspicuous object for a great distance. After passing under and over several road bridges, the train crosses a wooden bridge thrown over the river Blythe, which here bounds its course for a considerable distance, several times extending itself across the railway, as if to stay its further progress, and requiring a bridge to cross it. The village of Little Packington shortly appears to the right, and Packington Park, with Packington Hall, the seat of the Earl of Aylesford, so surrounded with trees, however, as not to be seen distinctly, to the left. A deep cutting, crossed by three road bridges, is now passed through, it being upwards of a mile in length, and then the train reaches an embankment, from which Brekenhill church spire, thin and lofty, may be discerned. The line now diverges to the left, and the engine having passed the engine-house and offices on that side, checks its fiery speed at the

HAMPTON-IN-ARDEN STATION.

We here join the London and Birmingham, along which the remainder of our journey must be prosecuted. Hampton-in-Arden has nothing in it particularly worthy of notice. It is situate to the left of the line, its church having a square tower; it was, however, formerly adorned with a lofty spire, which having gone to decay, has not been replaced.

After passing on for a mile or two we arrive at the Sheldon valley embankment, from which, to the north, is one of the most picturesque and extensive views to be met with on the line; it embraces a fine tract of verdant pasturage and meadow land,

bounded on the distant uplands by stately woods, amidst which the church and houses of Coleshill, and on a sunny day, the glittering windows of that elevated and delightfully-situated town are strikingly conspicuous. Soon after this, if we look to the left, the tall spire of Yardley church is visible at intervals, when the foliage and cuttings do not intervene. At length the train clatters through the last deep cutting, over which are three bridges, the central one being particularly stately. As soon as we are whirled through this cutting, we find ourselves on a high embankment; on the right, in the distance, may be seen the village of Castle Bromwich, and the new Catholic college; beyond which, to the north, is an ancient grove, on the top of a hill, called Bar Beacon. Nearer to the line appears Duddestan Hall. In the immediate proximity may be seen the Vauxhall station, the embankment and splendid viaduct of the Grand Junction Railway, and part of the far-famed town of Birmingham, with its stately Town Hall in the centre, and its many spires; immediately after which the train passes the canal bridge, over which the two lines, viz., the Grand Junction and the London and Birmingham, cross side by side, and then enters the yard of the

BIRMINGHAM STATION.

The train stops at the arrival parade, on the left side of the terminus, beneath an elegant metallic shedding. The Birmingham terminus consists of spacious shedding, offices, engine-houses, and a magnificent building, the front of which faces the town, and is adjacent to the terminal facade of the Grand Junction Railway.

The great and important town of Birmingham, which may fairly be considered as second to none in England, has had the origin of its name traced to more than one hundred different sources, comprising in their range all kinds of cognomens, from *Bromwycham* to *Bermyngeham*, which have puzzled many an antiquarian. The most probable, however, and that which is most relied on, is, that one Peter de Birmingham, a Lord of the Manor, who possessed a Castle there in 1554, gave it its present title. Up to 1537 the Castle stood, but the Duke of Northumberland, in that year, with great cruelty, sallied from Dudley Castle, nine miles distant, and expelled the Birminghams from their ancient home. The Castle went to ruin with its owners, but the site it occupied was always, till lately, called the Moat, in memory of a defence of that kind which formerly surrounded the building. In the march of improvement, however, that which

acted as a protection to Peers, and Ladies of high degree, is now merely used as a market for cattle, while its antique name—the Moat—has been replaced by that of Smithfield, which it at present bears.

Birmingham stands nearly in the centre of the kingdom, and was a place of importance as early as the time of the Saxon Heptarchy, although it was not allowed a voice in the affairs of its country till within the last few years It is now situate in the county of Warwick, adjoining those of Stafford and Worcester, and is built upon an eminence of sandy soil.

In the troubles of the times, Birmingham has borne more than its share. In the civil wars between Charles and the Parliament, Birmingham embraced the popular cause, nor did the inhabitants lose any opportunity of furthering it. In 1643 it was besieged by Prince Rupert, who expected an easy conquest, but the sturdy townspeople mustered at its gates, and ably defended their town for two whole days, until superior numbers and the discipline of regular troops prevailed, when the enraged and baffled cavaliers rushed in, and massacred all with whom they came in contact. One end of the town was set fire to by the Royal Horse, with the intention of burning it, but entirely failed. After exacting tribute, the Royal troops retired.

In political struggles the town of Birmingham generally takes the lead, and it is most singular that it has done so for many years. As early as 1791 a serious riot occurred there, in consequence of the French Revolution anniversary being celebrated, and for three whole days the dwellings of the gentry were pillaged and burnt, in spite of every effort to save them. At the time of the Reform Bill, much to its credit, Birmingham remained tranquil, preferring the attainment of their rights by moral, rather than physical force: but within the last two years, much disgrace has been entailed upon the town, by the rising and violence of a body of men called Chartists. It is to be hoped that the lenity then shown by those in power, has taught the people the error of their ways, and the utter futility of a partial revolution in a country constituted as England is.

In manufacturing iron, steel, and all kinds of hardware goods, Birmingham is not equalled by any other town in the world, either in the skill of its artizans or beauty of its workmanship. Its manufacture of toys for children is likewise immense; it may truly be called the great toy-shop of England.

The Town Hall, at Birmingham, is a most splendid building, erected at a cost of £24,000., raised by a rate upon the inhabitants, and £6,000. paid by the friends of one of the contractors,

Mr. Welch, for additional expenses—the contract not being found adequate to the completion of the work. The spacious room, in the interior, which has a magnificent organ and standing orchestra at one end, is the largest in Europe, or in the world, having a clear length of 145 feet, with 65 feet in width and height. It is capable of containing from 8,000 to 10,000 persons, standing, within its ample area, and is lighted by twenty-seven large and lofty windows. It stands on ranges of richly-fluted Corinthian columns, the space underneath being used as a Market stand. Birmingham may well be proud of this magnificent building.

The Grammar-school of King Edward is another very splendid structure, while the numerous churches required by so populous a town are equally deserving of notice.

We can only thus briefly notice this important town—to enter minutely into all the interesting details it could furnish, would fill a book as large as the one now in the hands of the reader; the attempt to give even a concise outline would be futile, we must therefore bid it adieu, but not without expressing a sincere wish that the important undertakings we have been describing (the railways) may tend to increase its prosperity.

MIDLAND COUNTIES' RAILWAY.

NOTTINGHAM AND DERBY.

TIME TABLES,

&c. &c.

NOTTINGHAM. TO DERBY.	A	B	C	D	E		Sunday Trains. F	G	H
DERBY TO NOTTINGHAM.	I	K	L	M	N		O	P	Q

DIRECTIONS FOR CORRECTING THE TIME TABLES.

The blank columns on the left-hand page correspond with those on the right. The letters, A, B, C, &c., have reference to the time of starting of the various Trains; it is therefore only requisite, that the reader, in case of any alteration taking place, should erase with a pen the time of starting from the principal Station, and enter the correct time on the left page, under the letter having immediate reference,—for example: if the 7 a.m. Train for Nottingham be altered to 8, enter on the left page, under A 8 a.m., the time at each Station may be readily computed.

MIDLAND COUNTIES' RAILWAY.

NOTTINGHAM AND DERBY:

TIME TABLES,

&c. &c.

NOTTINGHAM TO DERBY. STATIONS.	1st, 2nd, & 3rd Class Carriages.	1st & 2nd Class Carriages.	1st & 2nd Class Carriages.	1st & 2nd Class Carriages.	Mail. 1st, 2nd, & 3rd Class Carriages.		SUNDAY TRAINS. 1st, 2nd, & 3rd Class Carriages.	1st, 2nd, & 3rd Class Carriages.	1st and 2nd Class Carriages.
	A 1	B 2	C 3	D 4	E 5		F	G	H
	a. m.	a. m.	p. m.	p. m.	p. m.		a. m.	p. m.	p. m.
NOTTINGHAM	7 0	11 0	2 30	5 30	7 30		7 0	6 0	7 30
BEESTON	7 9	11 9	2 39	5 39	7 39		7 9	6 9	
LONG EATON.....	7 18	11 18	2 48	5 48	7 48		7 18	6 18	
SAWLEY	7 26	11 26	2 56	5 56	7 56		7 26	6 26	
BOROWASH	7 35	11 35	3 5	6 5	8 5		7 35	6 35	
SPONDON	7 40						7 40		
DERBY	7 45	11 45	3 15	6 15	8 15		7 45	6 45	8 0
DERBY TO NOTTINGHAM.	1st & 2nd Class Carriages.	1st, 2nd, & 3rd, Class Carriages.					1st, & 2nd Class Carriages.		1st, 2nd, & 3rd Class Carriages.
	* I 1	K 2	L 3	M 4	N 5		O	P	Q
	a. m.						a. m.	a. m.	p. m.
DERBY.....	6 0	9 15	1 30	4 30	8 30		6 0	9 15	8 30
SPONDON.....				4 38					8 38
BOROWASH		9 26	1 41	4 44	8 41		6 17	9 26	8 44
SAWLEY	6 17	9 35	1 50	4 53	8 50			9 35	8 53
LONG EATON		9 43	1 58	5 1	8 58			9 43	9 1
BEESTON		9 52	2 7	5 10	9 7			9 52	9 10
NOTTINGHAM	6 35	10 0	2 15	5 15	9 15		6 35	10 58	9 15

The Trains from Nottingham numbered 1 to 4, are in connection at Derby with Trains to Chesterfield, Sheffield, Barnsley, Wakefield, Leeds, York, &c.

The Trains numbered 1, 2, and 5, are in connection at Derby with Trains to Birmingham and the West of England.

The Trains from Derby numbered 3, 4, and 5, are in connection with Trains from York, Leeds, Wakefield, Barnsley, Sheffield, and Chesterfield.

The Trains from Derby numbered 1, 2, and 4, are in connection at Nottingham with Coaches to Newark, Lincoln, &c.

The Train from Derby numbered 2, is in connection at Nottingham with a Coach to Ollerton, Retford, and Gainsborough.

MIDLAND COUNTIES' RAILWAY.—NOTTINGHAM AND DERBY.

TABLE OF FARES.

STATIONS.	NOTTINGHAM. CLASS. 1	2	3	BEESTON. CLASS. 1	2	3	LONG EATON. CLASS. 1	2	3	SAWLEY. CLASS. 1	2	3	BOROWASH. CLASS. 1	2	3	SPONDON. CLASS. 1	2	3
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beeston	1 0	0 6	0 6															
Long Eaton	1 6	1 0	0 6	1 0	0 6	0 6												
Sawley	2 0	1 6	0 9	1 6	1 0	0 6	1 0	0 6	0 6									
Borowash.....	2 6	2 0	1 0	2 0	1 6	0 9	1 6	1 0	0 6	1 0	0 6	0 6						
Spondon	3 0	2 0	1 3	2 6	1 9	1 0	2 0	1 6	0 9	1 0	0 9	0 6	1 0	0 6	0 6			
DERBY.....	3 6	2 0	1 6	3 0	2 0	1 3	2 0	1 6	1 0	2 0	1 0	0 9	1 0	0 6	0 6	1 0	0 6	0 6

RATES FOR HORSES, CARRIAGES, AND DOGS.

	CARRIAGES.		HORSES.			DOGS.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Not exceeding 12 Miles,	One on Truck, 10 0	Two on Truck, 7 6	One, 7 0	Two, 12 0	Three, 15 0	Each, 1 0
" 17 "	" 12 6	" 10 0	" 7 0	" 12 0	" 15 0	" 1 0
" 25 "	" 20 0	" 15 0	" 10 6	" 18 0	" 25 0	" 1 6
" 35 "	" 25 0	" 20 0	" 12 6	" 21 0	" 30 0	" 1 6
For the whole Distance,	" 30 0	" 25 0	" 15 0	" 25 0	" 35 0	" 2 0

N.B.—Gentlemen's Carriages and Horses must be at the Stations at least a quarter of an hour before the departure of the Trains.

Carriage Trucks and Horse Boxes are kept at the principal Stations on the Line; but to prevent disappointment, it is recommended that one day's notice should be given at the Station where they may be required.

Passengers, whether in or on Gentlemen's Carriages, as well as Grooms in charge of Horses, pay Second Class Fares.

MIDLAND COUNTIES' RAILWAY.

TABLE OF DISTANCES FROM DERBY TO RUGBY,

AND INTERMEDIATE STATIONS.

STATIONS.	DERBY.	BORROWASH.	SAWLEY.	KEGWORTH.	LOUGHBOROUGH.	BARROW.	SILEBY.	SYSTON.	LEICESTER.	WIGSTON.	BROUGHTON.	ULLESTHORPE	RUGBY
BORROWASH	4												
SAWLEY	7	3											
KEGWORTH	12	8	5										
LOUGHBOROUGH	16¾	12¾	9¾	4¾									
BARROW	19¼	15¼	12¼	7¼	2½								
SILEBY	21½	17½	14½	9½	4¾	2¼							
SYSTON	24½	20½	17½	12½	7¾	5¼	3						
LEICESTER	29¼	25¼	22¼	17¼	12½	10	7¾	4¾					
WIGSTON	32¾	28¾	25¾	20¾	16	13½	11¼	8¼	3½				
BROUGHTON	38¼	34¼	31¼	26¼	21½	17	14¾	11¾	7	3½			
ULLESTHORPE	41½	37½	34½	29½	24¾	22½	20	17	12½	8¾	5½		
RUGBY	49¼	45¼	42¼	37¼	32½	30	27¾	24¾	20	16½	13	7¾	

NOTTINGHAM TO RUGBY, AND INTERMEDIATE STATIONS.

	Beeston.	L.Eaton.	Kegworth	Loughbro	Barrow.	Sileby.	Syston.	Leicester	Wigston.	Bro'ton.	Ullesthp.	Rugby.
NOTTINGHAM,	3	6	10	14¾	17¼	19½	22½	27¼	30¾	36¼	39½	47½
BEESTON ..	—	3	7	11¾	14¼	16½	19½	24½	27¾	33¼	36½	44½
LONG EATON,	—	—	4	8¾	11¼	13½	16½	21½	24¾	30¼	33½	41½

DERBY TO NOTTINGHAM AND INTERMEDIATE STATIONS.

	Spondon.	L. Eaton.	Beeston.	Nottingham
DERBY, ...	2½	9½	12½	15½
SPONDON	—	7	10	13
BORROWASH ..	1½	5½	8½	11½
SAWLEY	4½	2½	5½	8½

MIDLAND COUNTIES' RAILWAY.

NOTTINGHAM AND DERBY TO RUGBY, AND HULL TO LONDON.

	UP TRAINS.						SUNDAY TRAINS.			
HULL TO LONDON.	A	B	C	D	E	F	G	H	I	K

	DOWN TRAINS.						SUNDAY TRAINS.			
LONDON TO HULL.	L	M	N	O	P	Q	R	S	T	U

ALTERATION IN TRAINS.

On and after Monday, the 7th of September next, the first Train in the Morning will leave Derby at 6 a. m.; Nottingham at 6 a. m.; Loughborough at a Quarter before 7; Leicester at a Quarter past 7, and arrive in London about Twelve o'clock.

The Train at present leaving Nottingham and Derby at a Quarter before 7, and Leicester at a Quarter past 8, will be discontinued, and a Train start from those places at Half-past 8 o'clock, Loughborough at Twenty minutes past 9, and Leicester at 10 o'clock a. m., arriving at Rugby at 11 o'clock. and London at Half-past 3 o'clock.

An additional Train will leave Rugby at 3 o'clock p. m., arriving at Nottingham and Derby at Half-past 5 o'clock.—Persons leaving London at 11 a. m., or Birmingham at a Quarter past 1 p. m., will be at Rugby in time for this Train.

CONVEYANCE OF MERCHANDISE.—On and after the same day, the Company will be prepared to convey Goods between London, Leicester, Nottingham, Derby, and the North.

MIDLAND COUNTIES' RAILWAY.

NOTTINGHAM AND DERBY TO RUGBY, AND HULL TO LONDON,

TIME TABLES.

STATIONS.	UP TRAINS.						SUNDAYS.			
	A	B	C	D	E	F	G	H	I	K
Departure from	A. M.	A. M.	A. M.	NOON.	P. M.	Mail. P. M.	A. M.	A. M.	P. M.	Mail. P. M.
HULL	..	..	..	..	..	4 45	..	..	..	4 45
YORK	..	..	8 45	12 0	..	6 0	..	7 45	..	6 0
LEEDS	..	6 45	9 30	12 45	..	6 40	..	8 15	..	6 40
SHEFFIELD	..	8 0	10 30	2 0	..	8 0	..	9 30	..	8 0
DERBY	6 45	10 45	1 15	4 45	†7 45	10 0	6 45	12 15	7 45	10 40
Borrowash	6 56	..	..	..	7 56	..	6 56	..	7 56	..
Sawley	7 5	..	..	..	8 5	..	7 5	..	8 5	..
NOTTINGHAM	†6 45	10 45	1 15	4 45	7 45	10 40	6 45	12 15	7 45	10 40
Beeston	6 51	..	..	..	7 52	..	6 51	..	7 52	..
Long Eaton	7 0	..	..	..	8 0	..	7 0	..	8 0	..
Kegworth	7 25	11 20	..	5 10	8 20	..	7 25	12 45	8 20	..
LOUGHBOROUGH	7 39	11 35	2 0	5 25	8 36	11 28	7 39	1 0	8 36	11 28
Barrow	7 45	..	..	..	8 45	..	7 49	..	8 45	..
Sileby	7 55	..	..	..	8 55	..	7 55	..	8 55	..
SYSTON	8 5	12 0	2 50	5 40	9 5	11 52	8 5	1 20	9 5	11 52
LEICESTER	8 30	12 20	2 40	6 0	†9 15	12 10	8 30	1 40	9 15	12 10
Wigston	8 40	..	..	6 10	..	..	8 40	..	..	..
Broughton-Astley	8 50	..	..	6 25	..	..	8 58	..	..	..
ULLESTHORPE	9 10	12 50	3 15	6 40	..	12 47	9 10	..	..	12 47
Arrival at RUGBY	9 30	1 15	3 46	7 0	..	1 8	9 30	2 40	..	1 8
LONDON	..	6 0	7 30	11 30	..	5 0	1 3	7 30	..	5 0

STATIONS.	DOWN TRAINS.						SUNDAYS.			
	L	M	N	O	P	Q	R	S	T	U
Departure from	* A. M.	** A. M.	*** A. M.	P. M.	P. M.	Mail. P. M.	A. M.	A. M.	P. M.	Mail. P. M.
LONDON	..	6 0	9 30	1 0	5 0	9 0	..	8 0	..	9 0
RUGBY	..	†9 50	1 5	4 50	8 50	12 40	..	12 15	6 30	12 40
ULLESTHORPE	..	10 12	1 25	5 15	9 10	1 4	..	12 35	6 52	1 4
Broughton-Astley	..	10 20	..	5 25	..	..	..	..	7 0	..
Wigston	..	10 33	..	5 38	..	..	..	..	7 13	..
LEICESTER	†7 45	10 50	2 0	5 55	9 45	1 44	7 45	1 10	7 30	1 44
SYSTON	8 0	11 3	2 13	6 8	9 58	1 59	8 0	1 25	7 43	1 59
Sileby	8 9	11 12	..	6 18	..	..	8 9	..	7 52	..
Barrow	8 17	11 20	..	6 28	..	..	8 17	..	8 0	..
LOUGHBOROUGH	8 25	11 20	2 33	6 38	10 18	2 23	8 25	1 45	8 8	2 23
Kegworth	8 37	11 42	..	6 50	..	..	8 37	2 0	8 20	..
Long Eaton	9 0	12 0	..	7 15	..	..	9 0	..	8 36	..
Beeston	9 8	12 8	..	7 23	..	..	9 8	..	8 45	..
Arrival at NOTTINGHAM	9 15	12 15	3 15	7 30	11 0	3 9	9 15	2 30	9 0	9
Sawley	8 53	11 57	..	7 10	..	..	8 55	..	8 40	..
Borrowash	9 2	12 6	..	7 20	..	..	9 5	..	8 50	..
DERBY	9 15	12 15	3 15	7 30	11 0	3 9	9 15	2 30	9 0	3 9
SHEFFIELD	11 45	3 0	5 45	10 15	..	..	..	5 15	..	5 34
LEEDS	1 30	4 15	7 0	11 30	..	..	..	6 30	..	7 8
YORK	..	5 0	7 45	..	..	..	..	7 15	..	7 42
HULL	..	..	9 15	..	..	..	..	..	..	8 45

N.B. Trains leaving London at half-past 9 a. m.; York at 8 45 a. m.; Leeds at half-past 9 a. m.; Sheffield at 10. 30 a. m.; Derby and Nottingham at 1. 15 p. m.; and Leicester at 2. 45 p. m., will be forwarded, between London and Rugby, by Special Engines, stopping only at Weedon, Wolverton, and Tring.

By these Trains the Journey between London and York is performed within Eleven Hours.

The Mail Trains consist of First and closed Second Class Carriages.—The Fares by these Trains are Two Shillings additional.

The Train marked * is in connection at Derby with Coaches to Ashbourne, Leek, Macclesfield, Stockport, and Manchester; and at Nottingham with Coaches to Mansfield, Newark, Lincoln, &c.

The Train marked ** is in connection at Nottingham with a Coach to Southwell, Retford, and Gainsborough.

The Train marked *** is in connection at Nottingham with Coaches to Mansfield, Southwell, Newark, and Lincoln.

Carriage Trucks and Horse Boxes will be kept at the principal Stations; but to prevent disappointment, it is recommended that notice be given the preceding day to the Clerk at the Station where they may be required.

It is requested that Passengers will be at the intermediate Stations, and Carriages and Horses, at the principal Stations A QUARTER OF AN HOUR BEFORE the time advertized for starting.

MIDLAND COUNTIES' RAILWAY.—DERBY AND NOTTINGHAM TO RUGBY.

TABLE OF FARES.

STATIONS.	NOTTINGHAM. CLASS 1st	2d	3d	DERBY. CLASS. 1st	2d	3d	KEGWORTH. CLASS. 1st	2d	3d	LOUGHBORO'. CLASS. 1st	2d	3d	BARROW. CLASS. 1st	2d	3d	SILEBY. CLASS. 1st	2d	3d	SYSTON. CLASS. 1st	2d	3d	LEICESTER. CLASS. 1st	2d	3d	WIGSTON. CLASS. 1st	2d	3d	BROUGHTON. CLASS. 1st	2d	3d	ULLESTHP CLASS. 1st	2d	3d
	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d	s d
DERBY	3 6	2 6	1 6																														
Kegworth	2 6	1 6	1 0	2 6	2 0	1 0																											
Loughborough ..	3 6	2 6	1 6	3 6	2 6	1 6	1 0	0 9	0 6																								
Barrow	4 0	3 0	1 6	4 0	3 6	1 9	1 6	1 0	0 9	1 0	0 6	0 6																					
Sileby.....	4 6	3 6	1 6	4 6	3 6	2 0	2 0	1 6	1 0	1 0	0 9	0 6	1 0	0 6	0 6																		
Syston	5 0	4 0	2 0	5 0	4 0	2 0	2 6	2 0	1 0	1 6	1 3	0 9	1 6	1 0	0 6	1 0	0 6	0 6															
LEICESTER	6 0	4 6	2 0	6 0	4 6	2 6	3 6	3 0	1 6	2 0	1 6	1 0	2 0	1 6	1 0	1 6	1 0	0 6	1 0	0 6	0 6												
Wigston.....	7 0	5 0	2 6	7 0	5 6	3 0	4 6	3 6	1 9	3 6	2 6	1 6	3 6	2 6	1 3	2 6	2 0	1 0	2 0	1 6	0 9	1 0	0 6	0 6									
Broughton.....	7 6	6 0	3 0	8 0	6 6	3 6	5 6	4 0	2 0	4 6	3 6	1 9	4 0	3 0	1 6	3 6	2 6	1 6	3 0	2 0	1 0	2 0	1 6	0 9	1 6	1 0	0 6						
Ullesthorpe	9 0	7 0	3 6	9 0	7 0	3 6	6 6	5 0	2 6	5 0	4 0	2 6	4 6	3 6	2 0	4 0	3 0	2 0	3 6	2 6	1 6	2 6	2 0	1 0	2 0	1 6	0 9	1 0	0 6	0 6			
RUGBY	10 0	8 0	4 0	10 0	8 0	4 0	8 0	6 0	3 0	7 0	5 6	2 6	6 6	5 0	2 6	6 0	4 6	2 6	5 0	4 0	2 0	4 6	3 6	2 0	3 6	2 6	1 6	2 6	2 0	1 0	2 0	1 6	0 9

Night Fares (Second Class closed).

Nottingham or Derby to

	1st Class.	2d Class.
Loughborough	4 6	3 6
Leicester	7 0	5 6
Rugby	12 0	10 0

Fare from Nottingham to Loudon, First Class, 32s. Second Class, 23s.

RATES FOR PARCELS AND VAN GOODS.

Of and under 18lbs. weight. for any distance under 30 miles..	0s 6d
Above 12lbs. and under 28lbs	0s 9d
Above 28lbs. and under 56lbs	1s 0d
Above 56lbs. and under 112lbs	1s 6d

Above 112lbs. 1s. 6d. per cwt.

N.B. The above Rates include delivery and all other charges, except the customary Two-pence for Booking.

Persons desirous of having their Parcels, &c. by Railway, are requested to mark them conspicuously "Per Railway."

The Company will not be responsible for Parcels, &c. above the value of £10 unless declared as such at the time of booking, and entered and paid for accordingly.

NORTH MIDLAND RAILWAY.

HOURS OF DEPARTURE AND TIME TABLE.

STATIONS.	DOWN TRAINS.					SUNDAYS		
Departure from	A M	A M	A M	P M	P M	A M	P M	P M
DERBY	6 0	9 30	12 45	3 45	8 0	6 0	3 0	7 0
Belper	6 21	9 51	1 6	4 6	8 21	6 21	3 21	7 21
Amber Gate	..	10 1	1 16	4 16	8 31	6 31	3 31	7 31
Wingfield	6 41	10 11	1 26	..	8 41	6 41	3 41	7 41
CHESTERFIELD	7 5	10 35	1 50	4 47	9 5	7 5	4 5	8 5
Eckington	7 20	10 50	2 5	..	9 20	7 20	4 20	8 20
Beighton	7 30	11 0	2 15	..	9 30	7 30	4 30	8 30
Masbro'	7 41	11 21	2 36	5 27	9 51	7 51	4 51	8 51
SHEFFIELD	7 30	11 0	2 15	5 0	9 30	7 30	4 30	8 30
Ditto Arrival	8 0	11 45	3 0	5 45	10 15	8 0	5 15	9 15
Swinton	8 4	11 34	2 49	5 40	10 4	8 4	5 4	9 4
Darfield	8 16	11 6	3 1	..	10 16	8 16	5 16	9 16
Barnsley	8 27	11 57	3 12	6 0	10 27	8 27	5 27	9 27
WAKEFIELD	8 48	12 18	3 33	6 21	10 48	8 48	5 48	9 48
Woodlesford	9 6	12 36	3 51	..	11 6	9 6	6 6	10 6
Arrival at								
LEEDS	9 30	1 0	4 15	7 0	11 30	9 30	6 30	10 30
YORK	10 15	1 45	5 0	7 45	..	..	7 15	..
HULL	..	..	..	9 15	..	..	..	..

STATIONS.	UP TRAINS					SUNDAYS		
Departure from	A M	A M	A M	A M	P M	A M	PM	P M
HULL	..	..	..	..	2 30	..	..	..
YORK	..	7 15	8 45	12 0	4 0	7 45	..	..
				P M				
LEEDS	6 45	8 0	9 30	12 45	4 45	8 15	1 30	4 45
Woodlesford	7 1	8 16	..	1 1	5 1	8 31	1 46	5 1
WAKEFIELD	7 28	8 38	10 5	1 23	5 28	8 43	2 8	5 28
Barnsley	7 41	8 56	10 23	1 41	5 41	9 11	2 26	5 41
Darfield	7 51	9 6	..	1 51	5 51	9 21	2 36	5 51
Swinton	8 2	9 17	10 41	2 2	6 2	9 32	2 47	6 2
Masbro'	8 21	9 36	11 0	2 15	6 21	9 51	3 0	6 21
SHEFFIELD	8 0	9 15	10 30	2 0	6 0	9 30	2 45	6 0
Ditto Arrival	8 45	10 0	11 15	2 45	6 45	10 15	3 30	6 45
Beighton	8 36	9 51	..	2 36	6 36	10 6	3 21	6 36
Eckington	8 47	10 2	..	2 47	6 47	10 17	3 32	6 47
CHESTERFIELD	9 3	10 18	11 36	3 3	7 3	10 33	3 48	7 3
Wingfield	9 28	10 43	..	3 28	7 28	10 58	4 13	7 28
Amber Gate	9 37	10 52	12 7	3 37	7 37	11 7	4 22	7 37
Belper	9 46	11 1	12 16	3 46	7 46	11 16	4 31	7 46
Arrival at								
DERBY	10 15	11 30	12 45	4 15	8 15	11 45	5 0	8 15

First and Second Class Carriages are attached to all the Trains.

Third Class Passengers are conveyed by the 6.0 A. M. and 8 0 P. M. Down Trains, the 8 0 A. M. and 4.45 P. M. Up Trains, and by all the Down and Up Sunday Trains.

Passengers to and from Hull, will have to re-book at Wakefield. In addition to the direct Train, they can proceed to Hull by the 6 A. M. Down Train, but will have to wait at the Junction for the arrival of the York and Hull Train.

Parcels, &c. are conveyed by all the trains, and are received at all the principal Coach-Offices in the kingdom.

Post-Horses are always in readiness on the arrival of the Trains at the Derby and Leeds Stations. Coaches to and from all parts of the Kingdom to meet the Trains at the principal Stations.

BIRMINGHAM AND DERBY JUNCTION.

RAILWAY TIME TABLES.

DERBY TO BIRMINGHAM.	A	B	C	D	E	F	Sunday Trains. G	H	I	K

BIRMINGHAM TO DERBY.	L	M	N	O	P	Q	Sunday Trains. R	S	T	U

BIRMINGHAM AND DERBY JUNCTION
RAILWAY TIME TABLES.

DERBY TO BIRMINGHAM. STATIONS.	A Mixed.	B 1st & 2nd Class Carriages.	C 1st & 2nd Class Carriages.	D Mixed.	E 1st & 2nd Class Carriages.	F 1st & 2nd Class Carriages.	SUNDAY TRAINS. G Mixed.	H 1st & 2nd Class Carriages.	I Mixed.	K 1st & 2nd Class Carriages.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
DERBY.....	8 0	10 40	12 0	2 15	4 40	8 25	8 0	12 10	5 30	8 25
WILLINGTON	8 12			2 27			8 12		5 42	
BURTON:	8 23	11 2		2 38	5 2	8 48	8 23	12 32	5 53	8 48
WALTON	8 41			2 56			8 41		6 11	
OAKLEY&ALREWAS	8 47		12 51	3 2		9 12	8 1		6 35	6 17
TAMWORTH....	9 5	11 33		3 20	5 33	9 30	9 5	1 3	6 50	9 30
KINGSBURY	9 20			3 35			9 20		7 1	
COLESHILL	9 31			3 46			9 31		7 25	
HAMPTON.....	9 55	12 15	1 30	4 10	6 15	10 10	9 55	1 45	7 45	10 10
BIRMINGHAM..	10 15	12 45	2 0	4 30	6 45	10 50	10 15	2 15		10 50

FARES.

Private Carriages between Birmingham and Derby, £1. 4s. each.—With two wheels, when two Carriages are placed on one truck, 18s. each.

One Horse, between Birmingham and Derby, 18s.—Every additional Horse, 13s.

Carriages and Horses between Birmingham and Derby, under twenty miles, half-price.—Twenty to thirty miles, two-thirds price.—Exceeding thirty miles, the whole fare.

Passengers in or on Private Carriages, pay Second Class Fares.—Children under 10 years of age, half-price.

BIRMINGHAM TO DERBY.	L Mixed.	M 1st & 2nd Class Carriages.	N 1st & 2nd Class Carriages	O 1st & 2nd Class Carriages.	P Mixed.	Q 1st & 2nd Class Carriages.	SUNDAY TRAINS. R Mixed	S 1 & 2 Class Car.	T Mixed	U 1 & 2 Class Car.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
BIRMINGHAM..	6 45	10 30	1 0	5 3	6 45	3 15	6 45	12 30		8 30
HAMPTON.....	7 5	10 50	1 20	5 50	7 4	3 40	7 5	12 50	5 30	3 15
COLESHILL	7 20				7 20		7 20		5 50	3 40
KINGSBURY	7 30				7 30		7 30		6 5	
TAMWORTH ..	7 45	11 25	1 55	6 25	7 45	4 20	7 45	1 25	6 15	
OAKLEY&ALREAWS	8 1						8 1		6 30	4 20
WALTON	8 7				8 7		8 7		6 52	
BURTON...	8 21	11 55	2 25	6 55	8 21	4 55	8 21	1 55	7 6	4 55
WILLINGTON	8 33				8 33		8 33		7 18	
DERBY.....	9 0	12 30	3 0	7 30	9 0	5 40	9 0	2 30	7 45	5 40

BIRMINGHAM AND DERBY RAILWAY.

The Doors of the Booking Offices will be closed at the precise times appointed for starting the Trains.

The intermediate Stations on the Derby and Birmingham Line to or from which Horses and private Carriages may be booked, are Burton, Tamworth, and Hampton; and Horse-boxes and Carriage-trucks are kept at the above Stations: but to prevent disappointment, persons intending to send Horses or Carriages are requested to give one day's notice to the Clerk at the Station from which they are to be sent: and they must be there a quarter of an hour before the departure of the Train by which they are to go.

And Passengers are requested to be at such intermediate Stations ten minutes before the specified times of departure, as no longer stoppge will take place than the business of the Trains may require.

The Company do not hold themselves responsible for Luggage unless booked and paid for according to its value, but they strongly recommend all Passengers to have their names and destination clearly stated upon their Luggage.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.

TABLE OF FARES.

STATIONS.	BIRMING. Class. 1st.	2nd.	3rd.	HAMPTON Class. 1st.	2nd.	3rd.	COLESHILL. Class. 1st.	2nd.	3rd.	KINGSBURY. Class. 1st.	2nd.	3rd.	TAMWTH. Class. 1st.	2nd.	3rd.	OAKLEY. Class. 1st.	2nd.	3rd.	BARTON and WALTON. Class. 1st.	2nd.	3rd.	BURTON. Class. 1st.	2nd.	3rd.	WILLINGTON. Class. 1st.	2nd.	3rd.
	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.	s.d.
HAMPTON ..	3 0	2 6	2 0																								
COLESHILL	3 0	2 6	2 0	1 0	0 9	0 6																					
KINGSBURY....	3 0	2 6	2 0	2 0	1 6	1 0	1 0	0 9	0 6																		
TAMWORTH	4 0	3 0	2 6	3 0	2 0	1 6	2 0	1 6	1 0	1 0	0 9	0 6															
OAKLEY	5 6	4 0	3 3	3 9	2 9	1 9	4 0	2 6	1 9	2 6	1 6	1 3	1 6	1 0	0 9												
WALTON	6 0	4 6	3 6	4 0	3 0	2 0	3 6	2 3	1 3	3 0	2 0	1 6	2 0	1 6	1 0	1 0	0 9	0 6									
BURTON	7 0	5 0	4 0	5 0	4 0	3 0	4 6	3 0	2 0	4 0	3 0	2 0	3 0	2 0	1 6	1 6	1 3	0 9	1 0	0 9	0 6						
WILLINGTON ..	8 0	6 0	4 6	6 0	4 6	3 6	5 0	4 0	3 0	5 0	4 0	3 0	4 0	3 0	2 0	2 6	2 0	1 3	2 0	1 6	1 0	1 0	0 9	0 6			
DERBY	10 0	7 0	5 0	8 0	6 0	4 6	7 0	5 0	4 0	7 0	5 0	4 0	6 0	4 6	3 6	4 6	3 6	2 6	4 0	3 0	2 0	3 0	2 0	1 6	2 0	1 6	1 0

MIDLAND COUNTIES' RAILWAY.

Passengers leaving Birmingham by ¼ to 7 Trains are in time for ¼ past 9 Derby Trains, which arrive in Nottingham before 10 o'clock.
Passengers can leave Nottingham at 7 o'clock, A.M., for Birmingham, and return the same day by 9 o'clock, P.M.

BIRMINGHAM TO LONDON.

STATIONS.	Mixed 6 o'Clock, a.m.	Mail. 8¼ o'Clock, a.m.	Mixed 10 o'Clock, a.m.	Mixed 12 o'Clock, noon.	Mixed 1¼ o'Clock, p.m.	Mixed callings at Mail Stations for Rugby.	First Class. 4 o'Clock, p.m.	Mixed. 5 o'Clock, p.m.	First Class. 6 o'Clock, p.m.	Mail. 12 o'Clock, p.m.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
1 BIRMINGHAM	6 0	8 30	10 0	12 0	1 15		4 0	5 0	6 0	12 0
2 HAMPTON	6 25		10 25	12 25	1 40		4 25	5 25	6 25	
3 COVENTRY ..	6 50	9 17	10 45	12 50	2 0		4 45	5 50	6 45	12 53
4 BRANDON	7 5			1 5				6 5		
5 RUGBY.....	7 25	9 45	11 15	1 25	2 30	3 30	5 15	6 25		1 23
6 CRICK	7 50			1 50				6 50		
7 WEEDON	8 5	10 26	11 55	2 5	3 10	4 10	5 55	7 5	7 55	2 9
8 BLISWORTH..	8 25		12 15	2 25	3 30		6 15	7 25	8 15	
9 ROADE	8 40			2 40				7 40		
10 WOLVERTON	9 0	11 11	12 40	3 0	3 55	4 45	6 40	8 0	8 40	2 58
11 BLETCHLEY	9 20			3 20				8 20		
12 LEIGHTON	9 35		1 15	3 35			7 15	8 35		
13 TRING	10 0	12 11	1 40	4 0	4 55	5 55	7 40	9 0	9 40	4 3
14 B. HAMPSTEAD..	10 10			4 10				9 10		
15 BOXMOOR.....	10 20			4 20				9 20		
16 WATFORD....	10 35		2 10	4 35	5 25		8 10	9 35		
17 HARROW	11 0			5 0				10 0		
18 LONDON.....	12 0	1 30	3 30	6 0	6 45	7 45	9 30	11 0	11 30	5 30

SUNDAY TRAINS.—Mail Trains 8¼ a.m. stop at 1, 3, 5, 7, 10, 13, 18.—Mixed 1¼ p.m. stop at all Stations. Mail 12 p.m. stop 1, 3, 5, 7, 10, 13, 18.

LONDON TO BIRMINGHAM.

	Mixed. 6 o'Clock, a.m.	Mixed. 8 o'Clock, a.m.	First Class. 8½ o'Clock, a.m.	First Mail. 9½ o'Clock, a.m.	Mixed. 11 o'Clock, a.m.	Mixed calling at Mail Stations at Rugby, 5¾	Mixed 1 o'Clock, p.m.	Mixed. 2 o'Clock, p.m.	Mixed. 5o'Clock, p.m.	Mail, Mixed. 8¼ o'Clock, p.m.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
19 LONDON	6 0	8 0	8 45	9 30	11 0		1 0	2 0	5 0	8 30
20 HARROW		8 30						2 30		
21 WATFORD ...	6 45	8 50			11 45		1 45	2 50	5 45	
22 BOXMOOR		9 10						3 10		
23 B. HAMPSTEAD		9 20						3 20		
24 TRING	7 25	9 35	10 5	10 48	12 25	10 52	2 25	3 35	6 25	9 56
25 LEIGHTON.....	7 50	10 0			12 50		2 50	4 0	6 50	
26 BLETCHLEY		10 15						4 15		
27 WOLVERTON	8 15	10 30	11 0	11 41	1 15	11 37	3 15	4 30	7 15	10 54
28 ROADE.....		10 55						4 55	7 40	
29 BLISWORTH..	8 50	11 5			1 50		3 50	5 5	7 50	
30 WEEDON	9 5	11 25	11 50	12 33	2 5	12 20	4 5	5 25	8 5	11 50
31 CRICK		11 45						5 45		
32 RUGBY.....	9 40	12 5			2 40	12 55	4 40	6 5	8 40	
33 BRANDON.....		12 20						6 20		
34 COVENTRY...	10 10	12 35	12 50	1 36	3 10		5 10	6 35	9 10	1 0
35 HAMPTON	10 35	1 0	1 15				5 35	7 0		
36 BIRMINGHAM	11 30	2 0	2 15	2 30	4 30		6 30	8 0	10 30	2 0

SUNDAY TRAINS.—Mixed 8 a.m. stop at all Stations.—Mail 9½ stop at 24, 28, 32, 34, 36. Mail mixed, 8½ p.m. stop at 24, 28, 32, 34, 36.

FARES.—LONDON AND BIRMINGHAM.

	1st Class. Night.	1st Class. Day.	2nd Class. Night.	2nd Class. Day
London to Birmingham	£1 12 0	£1 10 0	£1 5 0	£1 0 0
London to Wolverton	0 15 6	0 14 0	0 11 6	0 9 6
London to Coventry	1 7 6	1 5 0	1 1 0	0 16 6
Birmingham to Coventry	0 5 6	0 5 0	0 4 0	0 3 6
Birmingham to Wolverton ..	0 17 6	0 16 0	0 13 0	0 10 6

Grand Junction Railway Time Tables.

BIRMINGHAM TO LIVERPOOL AND MANCHESTER.

STATIONS.	London Mail. 2¼ o'Clock, a.m.	Second Class. 6 o'Clock, a.m.	Mail. 11¼ o'Clock, a.m.	First Class. 2¼ o'Clock, p.m.	London Mail. 2¼ o'Clock, p.m.	Second Class. 3¼ o'Clock, p.m.	Mail. 5 o'Clock p.m.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
BIRMINGHAM	2 15	6 0	11 30	3 15	2 45	3 30	5 0
Perry Bar		6 8				3 38	
Newton Road		6 20				3 50	
WALSALL	2 33	6 30	11 48			4 0	
James's Bridge		6 33				4 3	
Willenhall		6 46				4 16	
WOLVERHAMPTON	2 44	6 56	11 59	2 45	3 14	4 26	5 29
Four Ashes		7 13				4 43	
Spread Eagle		7 17				4 47	
Penkridge		7 30				5 0	
STAFFORD	3 10	7 43	12 25	3 10	3 40	5 13	5 55
Bridgeford		7 57				5 27	
Norton Bridge		8 9				5 39	
WHITMORE	3 44	8 29	12 59	3 44	4 14	5 59	6 29
Madeley		8 41				6 11	
Basford		8 53				6 23	
Crewe	4 9	8 59	1 24	4 9	4 39	6 29	6 54
Coppenhall		9 10				6 40	
Minshull Vernon		9 18				6 48	
Winsford		9 27				6 57	
HARTFORD	4 38	9 37	1 53	4 38	5 8	7 7	7 23
Acton		9 48				7 18	
Preston Brook		10 1				7 31	
Moore		10 6				7 36	
WARRINGTON	5 9	10 14	2 24	5 9	5 39	7 44	7 54
Newton Junction		10 3				8 2	
MANCH. & LIVERPOOL	6 15	11 1	3 30	6 15	6 45	8 45	9 0

LIVERPOOL AND MANCHESTER TO BIRMINGHAM.

	London Mail. 3¼ o'Clock, a.m.	Second Class. 6 o'Clock, a.m.	Mail. 8¼ o'Clock, a.m.	Mail. 10¼ o'Clock, p.m.	First Class 12¼ o'Clock, p.m.	Second Class. 4 o'Clock, p.m.	London Mail. 7 o'Clock, p.m.
	h. m	h. m.	h. m.	h. m.	h. m.	h. m	h. m.
MANCH. & LIVERPOOL	3 30	6 0	8 15	10 30	12 15	4 0	7 0
Newton Junction		6 40				4 40	
WARRINGTON	4 17	6 55	9 2	11 17	1 2	4 55	7 47
Moore		7 3				5 3	
Preston Brook		7 16				5 16	
Acton		7 30				5 30	
HARTFORD	4 53	7 40	9 38	11 53	1 38	5 40	8 23
Winsford		7 56				5 56	
Minshull Vernon		8 2				6 2	
Coppenhall		8 13				6 13	
CREWE	5 24	8 23	10 9	12 24	2 9	6 23	8 54
Basford		8 32				6 32	
Madeley		8 52				6 52	
WHITMORE	6 5	9 5	10 50	1 5	2 50	7 5	9 35
Norton Bridge		9 25				7 25	
Bridgeford		9 37				7 37	
STAFFORD	6 37	9 48	11 22	1 37	3 22	7 48	10 7
Penkridge		10 6				8 6	
Spread Eagle		10 5				8 15	
Four Ashes		10 19				8 19	
WOLVERHAMPTON	7 18	10 36	12 3	2 18	4 3	8 36	10 48
Willenhall		10 50				8 50	
James's Bridge		10 56				8 56	
WALSALL		10 59		2 30		8 59	11 0
Newton Road		11 9				9 9	
BIRMINGHAM	8 0	11 30	12 45	3 0	4 45	9 30	11 30

SUNDAY TRAINS.—Grand Junction, mixed throughout, calling at First Class Stations, leave Birmingham at 2h. 15m., 7h. 30m., 11h. 30m., a.m., and 2h. 45m. p.m.—Liverpool and Manchester, 3h. 30m., 8h. 15m. 10h. 30m., a.m., and 7h. p.m.

LEICESTER.

The Publishers of the MIDLAND COUNTIES' RAILWAY COMPANION beg to thank their numerous Advertising Friends for the liberal patronage and support which has been afforded them in their undertaking, and at the same time to express a hope that the style and arrangements meet with their entire approval.

GEORGE COMMERCIAL HOTEL,

NEAT POST CHAISES AND FLYS.

HEARSE AND MOURNING COACHES.

AND POSTING HOUSE,

LEICESTER.

JOHN GEORGE BRIGGS,

WINE AND SPIRIT

MERCHANT,

IMPRESSED with unfeigned gratitude for the liberal and kind patronage afforded him since his commencement in the above Establishment, begs to inform his numerous Friends that he has lately

FITTED-UP THE GEORGE HOTEL

IN A SUPERIOR STYLE,

for the reception and accommodation of FAMILIES, COMMERCIAL GENTLEMEN, and the TRAVELLING PUBLIC generally.

He also begs respectfully to state, that the greatest care and attention has been used in selecting the WINES and SPIRITS for his Establishment, and he flatters himself, that whoever honors him with their countenance, will find them of first-rate character, both in Quality and Flavor.

POSTING IN THE FIRST STYLE,

With Match Horses, Steady Drivers, and Fashionable Carriages, at

One Shilling per Mile.

ROYAL MAILS AND POST COACHES

To all parts of the Kingdom, either by Road or Railway.

An OMNIBUS will convey COMMERCIAL PASSENGERS to and from the Railway Station to the GEORGE HOTEL GRATIS!

Livery and Bait Stables, Loose Boxes, &c.

THREE CROWNS

OLD FAMILY POSTING HOUSE,

And Commercial Hotel,

LEICESTER.

Patronized by HER MAJESTY the Queen Dowager, Their Royal Highnesses the Duke and Duchess of Cambridge,

AND OTHER BRANCHES OF THE ROYAL FAMILY.

WILLIAM WRIGHT PELL

TAKES this opportunity of expressing his gratitude to the Nobility, Gentry, and Commercial Friends, for the distinguished Patronage hitherto received, and begs to state that no exertion shall be wanting on his part to merit that decided preference given to his House, by the proper execution of those duties necessary to their Domestic Comforts and Convenience.

W. W. PELL feels particularly anxious to assure Commercial Gentlemen that they will find their Comforts and Conveniences sedulously attended to. The Commercial Room has been newly Fitted Up and Re-furnished, and every care will be taken to deserve their encouragement and support.

The THREE CROWNS HOTEL is in the most Central and Healthy part of the Town, and contiguous to all the Principal Public Buildings, the chief Manufactories, and in a much better situation for the Railway Station than any other House.

EXCELLENT OLD WINES

OF EVERY DESCRIPTION,

And Spirits of first-rate Quality.

Dinners Provided on the Shortest Notice,

BY A SUPERIOR MAN COOK,

Combined with the most moderate Charges.

EXPEDITIOUS POSTING,

AT FIVE MINUTES' NOTICE, WITH CAREFUL DRIVERS, ALWAYS IN ATTENDANCE AT THE STATION.

DOUBLE AND SINGLE FLYS, WITH ONE OR TWO HORSES, CONSTANTLY READY.

An Omnibus to the various Trains that Arrive and Depart, takes up and sets down at the White Hart, and other Houses.

HEARSE & MOURNING COACHES,

With superior black Horses,

SUPPLIED ON THE SHORTEST NOTICE.

WELL AIRED BEDS.

EXCELLENT STABLING AND BOXES FOR HORSES,

OF ALL DESCRIPTIONS,

WITH LOCK-UP COACH-HOUSE.

☞ W. W. PELL begs to inform the Public that he will be happy to Let the Large Dining Room, on very moderate Terms, for Auctions, Public Meetings, &c. &c. it being one of the largest Rooms in the Town.

STAG & PHEASANT

Commercial & Family Hotel,

HUMBERSTONE GATE,

LEICESTER.

A. TABBERER

BEGS most respectfully to thank his Friends and the Public for the extensive Patronage hitherto conferred on him, and solicits a continuance of their favours.

A. T. takes this opportunity of apprising COMMERCIAL GENTLEMEN and FAMILIES Travelling by Railway, that his House has recently undergone very extensive Improvements, and is now replete with every comfort.

OMNIBUSES AND FLYS

Direct from this Establishment to the Station, on the Arrival and Departure of every Train.

MIDLAND COUNTIES' RAILWAY

REFRESHMENT ROOMS,

LEICESTER.

A. TABBERER begs also to announce to Railway Passengers, his appointment to the Management and Supply of the above Rooms, where he purposes conducting that Business upon a Scale of Liberality which cannot fail to ensure universal Patronage.

A. TABBERER,

WINE AND SPIRIT MERCHANT,

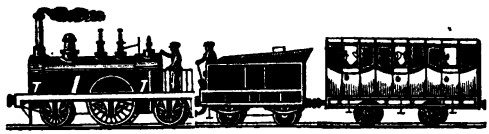
LEICESTER,

Solicits the attention of the Gentry and Public to his extensive and very superior Stock of WINES and SPIRITS, FRENCH WINES, GUINESS' and LONDON PORTER, EAST INDIA BEER, SCOTCH and BURTON ALE, ENGLISH and FOREIGN CORDIALS, &c. &c.

Families supplied with any quantity at Wholesale Prices on application at his Vaults, in Humberstone Gate.

(ONE CONCERN.)

UNDER THE IMMEDIATE PATRONAGE OF THE DIRECTORS
OF THE
Midland Counties' Railway Company.



UNITED
RAILWAY AND COACH OFFICE,
STAG AND PHEASANT HOTEL.

It is with feelings of unfeigned gratitude and sincerity that

C. S. PETTIFOR

returns thanks to his numerous personal Friends, and to the Town and County of Leicester generally, for the liberal support and decided preference he has experienced as a Coach Proprietor for upwards of Twenty-five Years.

He takes the present opportunity of informing them, that in consequence of the adoption of Railway conveyance, he has been compelled to abandon those roads in which Coaches have been superseded by the new and rapid mode of travelling by Steam.

It is also, he trusts, with feelings of honest pride, that he announces himself as AGENT TO THE MIDLAND COUNTIES RAILWAY COMPANY for the collecting and delivering of Goods and Parcels at the Leicester and Syston Stations, SPECIALLY APPOINTED BY THE DIRECTORS; and under their auspices he is authorised to provide Flys, Cabs, Omnibuses, &c., for the immediate conveyance of Passengers and their Luggage to their several points of destination.

In again soliciting the favors and confidence of the Public in this new avocation, C. S. P. refers with satisfaction to his past life, as affording the best assurance that he will steadfastly maintain the same indefatigable diligence and punctuality—the same spirit of attentive accommodation—and the same integrity on the part of his servants—by which his establishment has been invariably distinguished.

The Trains will be attended with promptitude and celerity, and every kind of information relative to Railway and Coach Travelling may at all times be obtained at the Office in Humberstone Gate.

To secure the utmost facility of communication on the Cross Lines of Road, it is in contemplation, as far as possible, to make the time of the Coaches on such Roads correspond with the arrival and departure of the Railway Trains.

N. B. No Fees to Fly, Cab, or Omnibus Drivers.

BELL HOTEL,

LEICESTER,

POSTING HOUSE, FAMILY HOTEL And Commercial Inn.

MESSRS. L'HERMITTE & BOYER

BEG most respectfully to return their thanks to the Inhabitants of the Town and County of Leicester for that very liberal and extensive Patronage they have received since they embarked in the above Establishment.

Messrs. L'H. & B. in soliciting a further continuance of that Patronage, beg to assure their Friends that nothing shall be wanting on their part to ensure the comforts of those who may please to honor them with their commands. At the same time they beg to inform the Nobility, Gentry, and Public, that the above established and long frequented Hotel has lately been extended and modernised, by which the comforts of their patrons will be greatly enhanced.

Those Friends and Strangers who are visiting Leicester in consequence of the great facility of the Midland Counties' Railway, will find the above Establishment worthy of their Notice.

☞ Hearse and Mourning Coaches,

WITH SUPERIOR BLACK HORSES,

ON THE SHORTEST NOTICE.

CHARIOTS, CHAISES, DOUBLE AND SINGLE FLYS,

ALWAYS IN READINESS

At the Station, and at the Hotel.

Relays of Post-Horses, Carriages, &c. are kept at the House of Messrs. J. & G. Fowler, King's Head Hotel, Loughborough; and, for the further accommodation of their Friends, Messrs. L'H. & B. have made arrangements with the Directors to place Post-Horses, with careful drivers, &c. at the Company's Station, at Loughborough.

WHITE HART

HOTEL,

HAY MARKET,

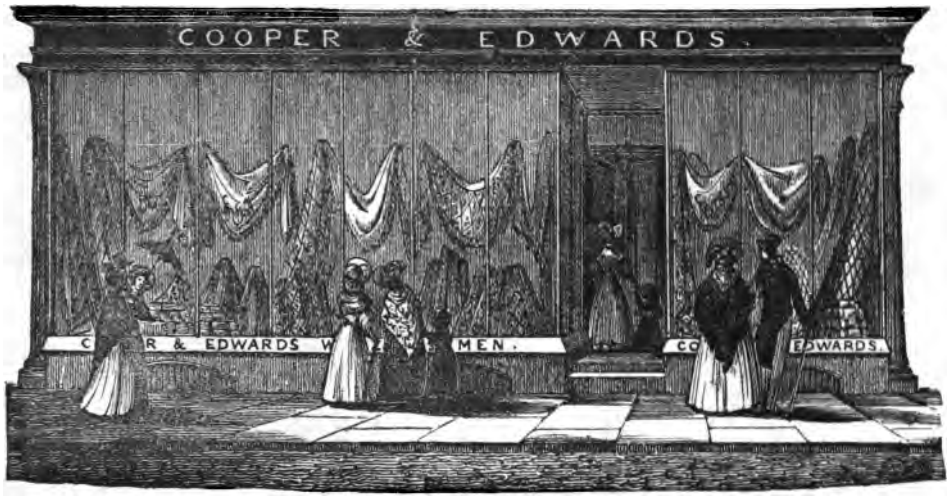
LEICESTER.

The above well established Hotel has long been appreciated by the COMMERCIAL WORLD, as most advantageously situated, particularly for MEN of BUSINESS.

EDWARD WAGHORNE,

The Proprietor, in returning thanks to his COMMERCIAL FRIENDS, and to the PUBLIC, for favors so long and liberally conferred, assures them that no exertion on his part shall be wanting to render the WHITE HART complete in its accommodations, by a careful attention to the Qualities of his WINES, GENERAL PROVISIONS, and special attention to the comforts of his BED ROOMS.

E. W. also states that a regulated OMNIBUS from the WHITE HART HOTEL, will meet the different Trains at the Midland Counties' Railway, for the convenience of the Public.



CHEAPSIDE, LEICESTER.

COOPER & EDWARDS

HAVING completed their extensive Alterations, beg to call the attention of the Inhabitants of the Midland Counties to their

NEW & SPLENDID STOCK,

WHICH COMPRISES EVERY ARTICLE IN

SILK MERCERY,

LINEN, WOOLLEN,

AND FURNISHING DRAPERY,

WITH AN ELEGANT

Assortment of Fancy Goods.

The following are the Regulations adopted in the Management of the Business:—

To mark the Price of each Article in PLAIN FIGURES.

To allow no deviation to be made from those Prices.

To exchange, or return the money, for every Article which may fail on examination to give satisfaction.

To be careful to exclude from the Stock all doubtful or bad fabrics, and to keep only such regular goods as can be recommended.

To visit the Markets once a fortnight, so that a constant succession of novelties may be secured, while every deviation in the Market Prices is taken advantage of.

Funerals Furnished and Conducted.

CHARITABLE INSTITUTIONS SUPPLIED

ON LIBERAL TERMS.

CHEAPSIDE, LEICESTER, May, 1840.

LOOK TO YOUR TAILORS' BILLS!

J. KINZETT.

TAILOR & HABIT MAKER,

HIGH STREET, LEICESTER,

RESPECTFULLY acknowledges the liberally increasing Support he has experienced since his Removal to the Premises lately occupied by Mr. T. Moxon, and begs to assure his Patrons and the Public, that every exertion will be used to merit their esteemed Patronage.

J. K. has engaged a Foreman from a most Fashionable and First-rate House in Bond Street, London, and feels confident that one trial will fully satisfy those Gentlemen who may favor him with their commands.

J. K. having already the favorable influence of the most respectable *Woollen Drapers* of Leicester, hopes those Gentlemen who are desirous of serving their friends, and are disposed to use any particular shop, will do so most freely, it being quite unimportant to him by whom their goods may be supplied.

J. K. anxiously invites Country Gentlemen, who are in the habit of attending the Leicester Markets, to give him a trial, and pledges himself they shall have at his hands *a First-rate Cut, really good Workmanship, on the shortest notice, and at the smallest possible cost.*

LIVERIES AND MOURNING SUITS

MADE AT A FEW HOURS' NOTICE.

Gentlemen's Wardrobes taken in Exchange at a liberal allowance.

VELVET CLEANED, AND GENTLEMEN'S WEARING APPAREL RENOVATED,

IN THE MOST EFFECTUAL MANNER.

EXHIBITION.

LEICESTER MECHANICS' INSTITUTE.

GRAND EXHIBITION

OF OBJECTS IN

Natural History, Antiquities, the Fine Arts, Mechanical Science, &c. &c.

IS NOW OPEN

AT THE

NEW HALL, WELLINGTON STREET,

LEICESTER.

Among other Articles too numerous to mention, will be found

AN EGYPTIAN MUMMY 2700 YEARS OLD.

Large and valuable Collection of Paintings by Ancient and Modern Masters, Statuary, Bronzes, and other Works of Art.

Beautiful Working Models of Steam Boats, Locomotive Engines, Water Wheels, Lighthouses, &c. &c. with Canal 60 feet long, and Railroad round the same.

Immense Fossil Fishes and other wonderful Geological Remains, Ancient Armour and Weapons.

ON THURSDAY EVENINGS, AT 8 O'CLOCK,

A grand Musical Performance

BY THE CHORAL SOCIETY.

A Grand Organ and Music Gallery is erected in the Hall.

ADMISSION SIXPENCE EACH.

TICKETS, not transferrable, for One Month,.....2s. 6d each.
DITTO ditto for the Whole Season ...7s. 6d. do.

May be had of all Booksellers, and at the Rooms.

LEICESTERSHIRE
And Midland Counties'

FIRE AND LIFE

INSURANCE COMPANY.

ESTABLISHED 1834.

Capital,.....£200,000,

Patrons.

THE MOST NOBLE THE DUKE OF SOMERSET.
THE RIGHT HONOURABLE THE MARQUIS OF LANSDOWNE.
THE RIGHT HONOURABLE THE MARQUIS OF TAVISTOCK.
THE RIGHT HONOURABLE THE EARL HOWE.
SIR GEORGE HOWLAND WILLOUGHBY BEAUMONT, BART.
SIR ARTHUR DE CAPEL BROOKE, BART.
SIR JOHN HENRY PALMER, BART.
SIR ROBERT WILMOT, BART.

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Robert Haymes, Esq.....	*Great Glenn.*
Thomas Warner, Esq.....	*Loughborough.*
William Tailby, Esq.....	*Humberstone.*
Thomas Pochin, Esq.....	*Normanton Hall.*
Robert Hawley, Esq.	*Oakham.*
J. B. Robinson, Esq.....	*Kirby Frith.*
B. E. Bennett, Esq.....	*Market Harborough.*
Charles Hall, Esq.....	*Uppingham.*
Richard Mitchell, Esq.....	*Enderby.*
Joseph Wheatley, Esq.....	*Leicester.*

[*Continued.*]

Thomas Worthington, Esq... *New Parks.*
Mr. John Ellis,..... *Beaumont Leys.*
Mr. Mansfield Gregory,..... *Leicester.*
Mr. William Seddon, ... *Ditto.*
Mr. Benjamin Cort, ... *Ditto.*
Mr. Joseph Wright, ... *Ditto.*
Mr. Thomas Smith, ... *Ditto.*
Mr. Alfred Burgess, ... *Ditto.*
Mr. John Bosworth,..... *Ditto*
Mr. William Hackett, ... *Aylestone.*
Mr. John Higginson, (Friars) *Leicester.*
Mr. Richard Harris, ... *Ditto.*
Mr. Benjamin Kirby, ... *Humberston.*
Mr. James Allen, ... *Whetstone.*

Trustees.

William De Capel Brooke, Esq.. ..... *Market Harborough.*
John Clarke, Esq ..... *Little Peatling.*
William Hind, Esq..... *Swithland.*
Jesse Berridge, Esq..... *Leicester.*

Auditors.

Mr. Richard Wright,..... *Leicester.*
Mr. Joseph Whitmore..... *Ditto.*

Bankers.—Messrs. Clarke, Mitchell, Philips, & Co. *Leicester.*
Solicitors.—Messrs. Berridge, Berridge & Macaulay, *Leicester.*
Surveyor.—William Parsons, Esq. ..... *Leicester.*
Secretary.—Mr. Benjamin Forrester Scott, ... *Central Office.*

CENTRAL OFFICE, WELFORD PLACE, LEICESTER.

The Company's powerful Fire Engines are in a constant state of readiness to be conveyed to any part of the Town or County, at the Engine House, adjoining the Central Office, in Welford Place, Leicester, where notice is to be forwarded in case of fire; or to Mr. George Owston, Borough Gaol; or to Mr. H. Westley, Thornton Lane, or to any of the Firemen who have the notice of their being in the employ of the Company affixed over their doors; or at the Police Station, where a List of the Firemen is kept.

The Engine Station at Loughborough is at the Factory of Messrs. Warner, Cartwright, and Warners.

PRINCIPAL ENGINEER, MR. JAMES HARRIMAN.

FIRE DEPARTMENT.

The Company insures against Loss or Damage by Fire, all descriptions of Houses, Warehouses, Manufactories, Mills, and other Buildings; and the Goods, Wares, and Merchandize in the same; and Farm Buildings and Stock, in any part of Great Britain.

[*Continued.*]

RATES OF INSURANCE.

FIRST CLASS.

COMMON INSURANCES.

Premium per Cent per Annum,..... **1s. 6d.**

(WITH CERTAIN EXCEPTIONS.)

SECOND CLASS.

HAZARDOUS INSURANCES.

Premium per Cent. per Annum,..... **2s. 6d.**

(WITH CERTAIN EXCEPTIONS.)

THIRD CLASS.

DOUBLY HAZARDOUS INSURANCES.

Premium per Cent. per Annum,.... **4s. 6d.**

(WITH CERTAIN EXCEPTIONS.)

FARMING STOCK

May be insured generally on all parts of a Farm, WITHOUT SPECIFICATIONS, and NOT subject to the operation of the AVERAGE CLAUSE, at Two Shillings per Cent. per Annum, and is exempt from Duty.

INSURANCES *may be effected on the following* RISKS, *by special Agreement:*—

Mills and Manufactories of all kinds, and their contents; Buildings, containing Kilns, Steam Engines, Stoves, or Ovens, for any process of manufacture; Barge and Boat Builders, Candle Makers, Cart Grease Makers, Cabinet Makers, Coach Makers, Coopers, Cork Burners, Coach Painters, Colour Manufacturers, Cotton Spinners, Chemists' Laboratories, Distillers, Flax and Hemp Dressers, Floor Cloth Painters, Japanners, Lamp Black Makers, Letter-press Printers, Machine Makers, Maltsters who make high-dried or Porter Malt, Musical Instrument Makers, Oilmen, Oil Leather Dressers, Refiners of Oil, Sugar, Saltpetre, Spermaceti, or Wax; Sea Biscuit Bakers, Sail Makers, Ship Chandlers, Soap Boilers, and Tallow Melters; also on Curiosities, Drawings, Medals, Pictures, Prints, and Statuary; and on all other risks which, from the process of manufacture, the situation or nature of the premises, the nature of the goods, or from any other cause, may be in circumstances of peculiar hazard.

The following are not Insured by this Company:—Gunpowder, and Buildings in which it is made, Lime Barges, Writings, and Deeds of any kind, Books of Account, Money, Bills, Bonds, Tallies, and any Securities for Money.

By Act of Parliament a Duty of Three Shillings per Cent. per Annum is imposed on all Property Insured against Loss by Fire. Farming Stock only is excepted.

AGENTS FOR THE COMPANY.

NOTTINGHAM,.....MR. J. W. SMITH, Solicitor.
LOUGHBOROUGH, ...MR. D. CARTWRIGHT, Bookseller.
CASTLE DONINGTON,..MR. E. HYATT.
MARKET HARBRO'.....MR. I. S. HIGGS, Chemist.
LUTTERWORTH,.....MR. W. WOOD, Bank.
HINCKLEY, ...MR. W. LAW, Ironmonger.

Collegiate School, Leicester,

IN CONNECTION WITH THE

ARCHIDIACONAL BOARD OF EDUCATION,

For the Town and County of Leicester.

TERMS.

For Day Scholars .. .. .. £10. per Annum, to be paid half-yearly in advance.

For Boarders (including the School Charge as above)—
Above 13 Years of Age, ... £45. per Annum.
Under 13 ——— .. .. £40. per Annum.

The Boys in the two upper Classes, £2. per Annum additional.

Entrance Fee to the School Library, £1.

The Head and Third Masters have Houses for the reception of Boarders.—No Extras except for Washing.

Nominations to the Collegiate School may be procured by application to the Head Master, at the School.

In consequence of an arrangement between the Directors of the Collegiate School, and the Board of Education, a TRAINING and COMMERCIAL SCHOOL was opened on Tuesday, August 4th, for the Education of the Middle Classes, in the principles of the Established Church, in connection with, and under the general superintendence of the Head Master of the Collegiate School.

An experienced and efficient Master will be placed in charge of this department of Education, and the Course of Instruction will comprize all the necessary studies of the practical man of Science, the Merchant, and the *Farmer*.

TERMS.

For Training Scholars .. .. .. £10. per Annum.
For Boys in the Commercial School, .. £8. per Annum paid half-yearly in advance.

The Boys in the upper Class, £2. per Annum additional.

Nomination to the Training School rests wholly with the Board of Education; and young men wishing to avail themselves of the advantages which it holds out, may gain all requisite information by application to the Rev. W. FRY, Secretary to the Board of Education, in Leicester. The advantages to be obtained in the Training School, will consist in Exhibitions promised by the Board of Education to deserving Scholars, and in the patronage of that body with respect to eligible appointments in the County. His Grace the Duke of Rutland has expressed his intention of instituting a yearly prize in books to be given to the most deserving Scholar in the Training School.

Nomination to the Commercial School rests with the Share-holders of the Collegiate School, and every share is entitled to two Nominations—one to the Collegiate, and one to the Commercial School.

The Commercial Master will receive Training Pupils, and Boys in the Commercial School *only*, as BOARDERS.

TERMS.

For Board and Lodging to Training Masters, ... £20. per Annum.
For Boys in the Commercial School, above 13, ... £25. per Annum.
——— ——— ——— ——— under 13, ... £20. per Annum.

N. B.—The Course of Education in the Collegiate School will remain *exactly* as hitherto, combining, with the study of the Classics and French, all such subjects of instruction as the improved state of Education in this Country demands.

A GERMAN MASTER IS NOW RESIDENT IN LEICESTER,
Terms, One Guinea per Quarter.

ALLEN'S

IMPROVED PATENT

ELASTIC SPRING BACK

ACCOUNT BOOKS,

Warranted to Open Flat,

RULED BY MACHINERY,

AND

Bound in every variety of Style.

SUPPLIED IN LEICESTER

ONLY BY

E. ALLEN, 45, KING STREET.

ACCOUNT BOOK WAREHOUSE.

E. ALLEN,

Bookseller & Account Book

MANUFACTURER,

KING STREET, LEICESTER,

Respectfully invites the attention of Bankers, Merchants, Manufacturers, and Tradesmen, to his extensive Stock of

ACCOUNT BOOKS

AND STATIONERY,

CONSISTING OF

LEDGERS OF ALL SIZES,

WITH IMPROVED PATENT ELASTIC SPRING BACKS,

Warranted to open flat, and Bound in the most durable manner, in Rough Calf, or Vellum, and Russia Banded.

Day Books, Cash and Memorandum Books, Journals, Pocket Ledgers with Clasp or tuck, Ladies' Manuscript Books, Shop and Waste Books, &c.—School Account Books and Copy Books.—Private Ledgers with Locks.—Ledgers mounted with Brass.

Paper Ruled by Machinery to any Pattern.

Private and Bought Ledgers Re-bound, with more Paper, (the strictest secrecy may be relied on).

E. A. begs to acknowledge the liberal patronage and support which he has received in the above branch of his business, and to assure his Friends and those who favour him with their commands, that they may confidently rely upon every Article being of a FIRST-RATE QUALITY.

E. A. will feel much pleasure in personally waiting upon Gentlemen to receive their orders.—Reference to several of the Bankers, Merchants, and Tradesmen in this Town and the surrounding Counties, who have adopted the Books is kindly permitted.

BOOKBINDING

IN THE MOST SECURE AND SPLENDID STYLE OF WORKMANSHIP, PATRONISED BY THE NOBILITY, GENTRY, AND CLERGY OF THE SURROUNDING COUNTIES.

E. A. unhesitatingly affirms that, for *durability* and *elegance*, his *extra-work* in this department has not and cannot be excelled by any House in the Trade, which the unqualified Testimonials he is daily receiving fully corroborates.

☞ *The greatest attention is paid to the placing of Plates, an object of the utmost importance in the generality of publications of the present day.*

[*Continued.*]

STANDARD WORKS

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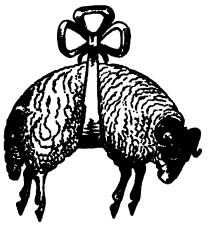

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At Prices not to be equalled in the Neighbourhood!!!

Men's strong Beaver Hats. 3s. 6d

A good real Proof Hat, 4s. usually sold for 5s. or 5s. 6d. Superior at 5s. and 6s.

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Very best Superfine Stuff, 18s. 6d. usually sold at 24s.

Real Gossamer Hats, for Summer wear, 4s. 9d. 5s. 9d. 6s. 9d. very best 8s. 6d.

Children's Count de Paris Hats,

AND AN EXTENSIVE ASSORTMENT OF CAPS,
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IN THE WINTER SEASON,
CONSISTING OF EVERY ARTICLE IN PARISIAN COSTUMES.

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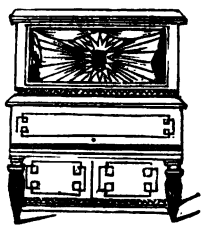

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First Class.—Companies having Capitals, wherein the Assurers do not participate in the Profits; such as the Sun, Royal Exchange, London Assurance Corporation, Globe, Albion, and Eagle; the Phœnix Fire and Pelican Life, British Fire and Westminster Life, Imperial, Hope, and West-of-England Fire, Star Life, and York and London Offices.

Second Class.—Companies wherein there is no Proprietary, and where the Contributors are consequently mutual Assurers and Participators in a division of Profits; such as the Hand-in-Hand and Westminster Fire Offices, the Amicable, Equitable, and London Life Association, and the Norwich and National Union Fire and Life Offices.

Third Class.—Companies wherein the Assured and the Proprietary participate in Profits, under certain regulations; such as the NOTTINGHAMSHIRE and DERBYSHIRE, the Guardian, the Union, the Atlas, the County Fire and Provident Life, the

IMPERIAL, ROCK, HOPE, ECONOMIC, ATLAS, ALLIANCE, PALLADIUM, LAW, CROWN, CLERICAL, EUROPEAN LIFE, and the MANCHESTER for FIRE and LIFE

Although some of the offices in the First Class are the most antiquated, and perhaps the most wealthy, yet assurers object to them, because the premiums charged (particularly on Life Assurance) are generally more than the risk justifies, and yet they are excluded from any participation in the profits.

The serious legal responsibility incurred by all the Assurers within the Second Class, from being Co-partners in such institutions, and, consequently, individually liable for all losses in proportion to their interests therein, is much increased from the want of capital to satisfy claimants.

Where considerable losses accrue, a delay may thusarise in indemnifying the sufferer, and may probably lead to litigation. Hence, great objections have been experienced to a connexion with offices so constituted. If profits, however, shall have accumulated, and been reserved in order to create a fund to meet contingencies, and it should not have been consented to by the Assurers at large; the fund so created belongs to them, and it is competent for any Assurer to insist on his proportion being paid him. If it be not complied with, and he resorts to law, the affairs of the society, like other partnership differences, must come under the cognizance, and await the fiat of the Court of Chancery,

The Third Class combines the security of the First with the beneficial character of the Second; under this denomination the NOTTINGHAMSHIRE and DERBYSHIRE is placed, where it tenders all the benefits of the EQUITABLE, the AMICABLE, the LONDON LIFE, the NORWICH, &c., without their perils and yields a security equivalent to the SUN, the ROYAL EXCHANGE, PHŒNIX, &c.

These advantages are mainly derivable from a numerous located Co-partnership, with the Establishment of Committees arising thereout at the principal towns of the two Counties, distinguishing the NOTTINGHAMSHIRE and DERBYSHIRE from all other institutions; and by an influence thus exerted and a powerful interest necessarily involved, its progress in public estimation must lead to prosperous results.

The Capital of this Company being fully adequate to meet losses, and the right of the Assured to have his demand (if he think proper) determined by arbitration, are a sufficient guarantee that his claim will be immediately and liberally satisfied.

With a due regard to the specific property assured, the premiums charged on fire risks are as low, and in some cases, lower than any other establishment, arising from the nature of materials employed in the construction of buildings, as well as on stock-in-trade peculiar to some businesses in this district.

And in respect of Life Assurances, the tables being calculated purposely for these latitudes, the rates will be found lower than any contemporary office, *where profits shall on like principles be diffused throughout the Assurers.* At the same time, let it not be forgotten, that as certain and prompt indemnity is paramount to every other consideration, so it has been the primary ingredient in determining the above rates.

Thus, whilst the NOTTINGHAMSHIRE and DERBYSHIRE Office invites the patronage of the public, it no less tenders to that public every advantage consistent with security and a fair remuneration to the Proprietary.

After the payment of five per cent. on the advanced capital, together with the reservation of one-third of the profit, as a guaranty fund, a bonus of half the remaining profits will be added to the policies, or go in reduction of the premiums, whether annual or otherwise. By such an arrangement the actual expense of assuring will be materially reduced; because, although the individual will pay the full annual premium, still he will be entitled to receive part of it back, in the shape of profits, or the same may be added to the original sum assured, or go towards liquidating the future annual payments.

It is observable, that bonusses on Life Assurances are granted in other offices, only in respect of policies that are to continue for the whole period of life; but in this office the interest of persons effecting policies for a shorter period than life is particularly consulted, in the very moderate scale of charge, and the recognition of the Assured's right to a participation in the profits.

FIRE DEPARTMENT.

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LIFE DEPARTMENT.

The establishment of Life Assurance offices may be considered amongst the most valuable institutions of modern times. Their growing popularity, and increase in number, demonstrate that the principle is becoming more generally known, and their benefits

more generally appreciated. When Companies constituted to afford these benefits, are based on a capital advanced by a numerous and wealthy constituency, experience has proved by the success of earlier societies, that they afford security for investment, and ample interest for the advance; whilst, on the other hand, Assurers have the power of securing to their representatives, by a comparatively small annual payment, a sum of money payable on their decease, be that event immediate or remote, which shall effectually protect, perhaps, a wife or orphan family from the bitterness of poverty. A man of moderate fortune may feel, that with common prudence, he may be enabled to lay by through a series of years, which his present age and state of health induce him to anticipate, a competence for his family; but he feels, nevertheless, on the reflection, that "He who gives can take away," and he may be snatched from the possession of his sublunary enjoyments in one moment, and the prosperity of his family be annihilated. He, therefore, after a moment's reflection, has recourse to the institutions of man, and by an assurance on his life, renders "that certain which nature has made uncertain." If, then, for instance, at the age of 25, he could save from his income £48. per annum, it would be twenty-six years before his savings, laid out at three and a half per cent. interest, would amount to £2,000. But if he employed this annual saving in assuring his life at the office of the NOTTINGHAMSHIRE and DERBYSHIRE LIFE ASSURANCE COMPANY, the sum of £2,375. *is already his to leave in reversion*, exclusive of the bonus to be added thereto out of the profits of the Company, dependent on the length of time the Insurer shall survive his first payment. The best period of his life, then, subsequent to the age of twenty-five, would not be spent on this account in labour and inquietude. The apprehension of future penury to his descendants no longer harasses his mind, or robs him of present enjoyment and ease; but, by the foregoing periodical fine, he is sure of securing £2,375. at his death to those whom he has nurtured in infancy, and trained to adolescence.

Life Assurance, then, is particularly deserving the attention of gentlemen in the army, the navy, and of the learned professions, whose incomes may terminate with their existence.

Life Assurance also affords the means of raising money on loan, where personal security only can be offered; of providing for the fines on renewal of leases held upon lives; of making or perfecting settlements upon marriage; of securing the eventual payment of doubtful debts; of enabling persons whose property may be chargeable with mortgage or other incumbrances, payable on events connected with the termination of their own or others lives, to answer the charges when they shall become due; and of rendering contingent property nearly equal in point of security with absolute property.

There are many other subjects which might be cited in evidence of the vast utility of the Assurance on Lives. It may not be necessary further to give illustrations; but it is quite clear no intelligent mind will contemplate this subject without the conviction, that if to make certain eventual sums on the unimportant privation of an annual sum be not a moral duty it is an act of paramount prudence.

TABLE No. 1.

A Table of Premiums for Assuring the sum of One Hundred Pounds, on the Life of any healthy Person, of the following Ages:—

Age.	Premium for One Year only.	Premium for Seven Years, at an Annual Payment of	Premium for the Whole Life Annually.
	£. s. d.	£. s. d.	£. s. d.
15	0 15 2	0 18 4	1 10 11
* 20	1 2 8	1 4 7	1 15 5
25	1 6 0	1 7 5	2 0 6
30	1 8 3	1 9 11	2 6 2
35	1 11 2	1 13 1	2 12 11
45	1 15 1	1 17 11	3 0 11
50	2 6 11	2 14 1	4 5 2
60	3 6 6	3 18 4	6 1 6
65	4 3 0	5 0 4	7 8 8

* *Example:*—A person aged 20, may assure £100, to his representatives, in case of his death within one year, on payment of a single premium of £1. 2s. 8d.; or a like sum in case of his death within seven years, on paying a yearly premium of £1. 4s. 7d. during that term; or a like sum, payable at his death, whenever it shall happen, on paying an annual premium of £1. 15s. 5d. during his life.

TABLE No. 2.

For the Assurance of One Hundred Pounds on Two Joint Lives payable on the Death of either.

Ages of the Parties not exceeding		Annual Premium.	Ages of the Parties not exceeding		Annual Premium.
		£. s. d.			£. s. d.
15	15	2 19 9	40	45	5 13 6
20	20	3 8 1		55	6 17 2
*	40	4 9 1		65	9 14 0
	60	7 2 8	45	45	6 1 0
25	25	3 14 6		55	7 3 4
	40	4 11 4		65	9 18 0
	60	7 4 8	50	50	7 2 6
30	30	4 3 1		60	8 12 10
	40	4 14 11	55	55	8 7 4
	50	5 14 9		65	10 17 0
35	40	4 19 9	60	60	9 18 6
	50	5 18 9		65	11 9 9
	60	7 10 7	65	65	12 15 6

* *Example:*—On payment of the annual premium of £4. 9s. 1d. during the joint continuance of two lives, aged 20 and 40 respectively, the sum of £100. will become payable on the death of either of the parties.

Permission is granted (without any additional Charge) to Persons insured by this Company, to proceed by sea, in Decked Vessels or Steam Boats, from one part of the United Kingdom of Great Britain and Ireland, to another; and to and from the Islands of Guernsey, Jersey, Alderney, Sark, and Man; and also, in time of peace, to and from British Ports, and to any Foreign Ports between the Elbe and Brest, both inclusive.

The purchase of their Policies is effected by the Company upon fair and equitable principles.

The Company has also for its object the Insurance of the Lives of Officers in her Majesty's Army, Navy, and Royal Marines (both at home and upon actual service)—in the Military and Maratime Service of the Honourable the East India Company—and in the Merchant Service of the United Kingdom; and the Insurance of the Lives of Individuals intending to reside Abroad, either permanently or for shorter periods—and of Persons proceeding upon single Voyages to any Quarter of the Globe, or remaining at Sea, at premiums proportionate to the actual risk, and calculated upon unquestionable and ascertained data.

No Charge is made for Admission Fees, or Entrance Money, or for Policies, beyond the amount of the Stamp.

Besides effecting Insurances on Lives, the Company will effect Assurances, by the payment of a limited number of annual Premiums; they will also purchase Reversionary Interests, advance Money on Mortgage, and transact generally all Business appertaining to a Life and Fire Assurance Company.

Tables for the various Rates for Life Assurances may be had at the Company's Office, in Nottingham, or of their respective Agents, from which the foregoing are extracts.

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His panting steed is smoking in his stall.
" How London smokes!" the distant rustic cries,
As teeming vapours climb its murky skies;—
Nay, what's our world except a grass-cut roll,
Smok'd by the jolly sun, with all his soul;
And, doubtless through expanse, each twinkling star
Enjoys its own particular CIGAR;—
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" Oh, friend! that question's quickly set at rest;
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The properties of these Pills are invaluable, and upon trial have been found most efficacious in restoring health; he therefore confidently recommends their use to all who are afflicted with bilious or nervous diseases.

Within the last six months, the demand for them has been rapidly on the increase; and it has afforded Mr. Humphreys the highest gratification to witness personally their surprising utility in almost innumerable instances of

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To those of sedentary habits, in whom habitual confinement and mental exertion have induced a nervous debility, their use has been found of the greatest benefit; while in hundreds of cases, arising from an intemperate and incautious habit of living, their utility has been gratefully and extensively acknowledged.

In their operation, they are of that peculiarly mild character, that they may be taken with the utmost advantage by females of the most delicate habits; giving strength and energy to the stomach, by the most gentle, yet effectual action.

From the extensive sale they have experienced in the neighbourhood of Nottingham, the Proprietor is induced to extend the sphere of their utility; and begs to announce that he has appointed, as his Agents,

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In offering SODA WATER and ÆRATED LEMONADE to the particular notice of the Public, C. V. W. has great pleasure in stating that they have been approved of by the MEDICAL PROFESSION generally, in the Neighbourhood, from many of whom he has received the most flattering Testimonials of the purity and beneficial properties of these agreeable Preparations, and by whom they are highly recommended, particularly by the following Gentlemen, who have kindly permitted the use of their names:—Dr. J. C. WILLIAMS; R. DAVISON, Esq., M.R.C.S.; J. N. THOMPSON, Esq. M.R.C.S.L., and A. DARBY, Esq. M.R.C.S.L.

Old Parr's Secret Discovered.

A Most singular document has recently been brought to light and is now in the possession of the Rev. Wm. ARTHER, of East Peckham; it appears to have been written by the celebrated OLD PARR, who attained the almost incredible age of 152 years, and who left this document to a relation: it is written on parchment, and although upwards of 200 years old, is in an excellent state of preservation. The following is an extract:—

"*These do certifye yt ye undermentioned is ye method of preserving health, which by ye grace of Almighty God has caused me to attain to my miraculous old age. Albeit in my youth I was afflicted with ye Bloody Flux, and King's Evil, but which all left me by using some daye ye herbs as herein written.*"

Here follows the Receipt:—"*Moreover, I bequeath to my second Great Grandson ye method I employ for preparing ye medicament. Given this day, and in ye 147th year of my age.*"

Winnington, Salop, Januarie 17th, 1630.

Thomas Parr.

This Engraving is from a portrait of PARR, taken on the morning of his second marriage. This singular character was the oldest man, with one exception, that England ever produced: his biographer says, "the days of his youth, according to his own account, was a series of long and painful illness, but that by some secret means he cured himself, and was stronger than most men when he married his first wife, which he did at the advanced age of 88; he again married at the amazing age of 120; at 130 he used to thresh corn, and do any laborious work. He had seen ten Kings and Queens of England.

The Clergyman who holds the valuable document above-mentioned, has, by the assistance of a very able Chemist and Physician, caused the receipt of OLD PARR'S to be made into Pills, and although only a space of eighteen months have elapsed since the trial, upwards of 700 cures have been effected, more than one-half of which were considered incurable; and what is more remarkable, cases which possess the very opposite as regards outward symptoms: the balsamic and invigorating effects on the blood produced by these medicines is perfectly miraculous; many who have kept their beds for years have been so speedily re-invigorated with an infusion of new blood, and consequently of new life and strength, that their re-appearance amongst their fellow beings, who had long given them up as incurable, is looked upon as the greatest of the many great wonders of this *miraculous age*. The whole of our system is built up from the blood—nerves, sinews, muscles, and even solid bone; this being the case, the grand object is to keep this precious fluid (the blood) in a pure and healthy state, for without this purity disease will show itself in some way or other.

Diseases of every description have all been cured by the use of PARR'S LIFE PILLS, thus showing that what has been considered different disorders, and requiring different treatment, all originated in the same cause, and can be cured by one uniform treatment. PARR'S LIFE PILLS, although powerful in conquering disease, yet are as pure and harmless as new milk, and may be administered with confidence to the invalid, however weakly from long ill health, who will soon enjoy those delightful symptoms of a return to strong health, viz., good appetite, sound sleep, and an increase of animal spirits.

To have produced a medicine so benign and mild in its operation and effects, and yet so effectual in searching out and curing disease of however long standing, exhibits on the part of Old Parr deep research and a thorough knowledge of his subject. Those who have been the instruments of restoring this long-lost secret to the world, feel confident when they make the assertion—that *none need despair*, that if only a fair trial be given, the result will be a restoration to health and happiness;

This Medicine is sold, by appointment, by Mr. EVAN EDWARDS, St. Paul's Church Yard, London, in Boxes, at 1s. 1½d. 2s. 9d., and Family Boxes 11s. each: the Boxes at 2s. 9d. contain equal to 3 small, and those at 11s. equal to 5 at 2s. 9d. Full directions are given with each box.

Agents for Nottingham:—Sutton, Review Office; and Ingram, News Agent, 17, Chapel Bar. ☞ Ask for "Parr's Life Pills."

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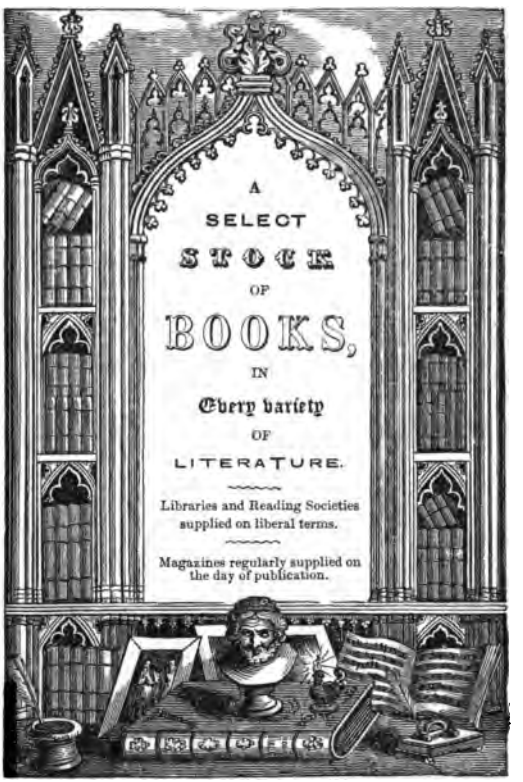

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30	1	6	4	1	12	2	1	19	1	2	7	4	2	17	6
40	1	16	1	2	4	4	2	14	6	3	7	3	4	3	4
50	2	16	7	3	9	4	4	5	5	5	6	3	6	13	7

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MURRAY'S FLUID MAGNESIA,

Prepared under the immediate superintendence of the Discoverer, Sir James Murray, M.D. T.C.D., Physician to the Lord Lieutenant of Ireland.

THIS elegant preparation is recommended in all cases of Bile, Acidities, Indigestion, Gout and Gravel, as the most safe, easy, and effectual form in which Magnesia may, and indeed the only one in which it ought to be exhibited, possessing all the properties of the Magnesia now in general use, without being liable like it to form dangerous concretions in the bowels, it effectually cures HEART BURN without injuring the coats of the stomach, as Soda, Potash, and their Carbonates are known to do; it prevents the food of infants turning sour, and in all cases it acts as a pleasing aperient, and is peculiarly adapted to Females.

John Murray, Esq. Lecturer on Chemistry, F.S.A. P.L.S., &c. says, "I believe it to be almost, if not altogether, a specific for Lithic Acid Concretions, when used in the pure condensed solution invented by you."

LETTER FROM DR. CONQUEST, TO SIR JAMES MURRAY.

Dear Sir—My engagements to-day have altogether prevented my calling upon Mr. Dinneford, but I can have no hesitation in assuring you that had I seen you previously to my writing to him in reply to his application to me, and had I then known of your right to all the advantages of the Solution of Magnesia, I should not have granted the certificate which he has published with my consent. I say this on the assumption that all you said to me (and of this I can have no doubt from your character and standing in the profession) is based on truth.

Finsbury Square, August 24, 1839. J. T. CONQUEST.

Sold in Bottles, 1s. 2s. 6d. 3s. 6d. 5s. 6. 11s. and also in Cases, 21s. each, for families, ships, hospitals, and also for economy in dispensing. The Acidulated Syrup in Bottles, 2s. each.

CAUTION.—To avoid the risk of dangerous substitutions and adulterations, (Sir James Murray's preparation being imitated and vended by persons who have pirated his papers) the Profession and the Public will please observe that the Labels on the bottles of "Murray's Fluid Magnesia" will in future be authenticated by his signature as the inventor and proprietor of that invaluable Medicine, without which it cannot be genuine. Sir James Murray has been solicited by the whole Profession, to adopt this precaution, in order to protect the credit and fruits of his labours and studies, and defend the sick and infirm from deleterious imitations.

N. B.—With the Acidulated Syrup the Fluid Magnesia forms the most delightful of saline drinks.

Physicians will please specify MURRAY'S FLUID MAGNESIA in their prescriptions, to avoid the danger of adulterations and substitutions.

It has also long since been approved of by the following eminent Professional Men—

Sir Astley Cooper, Bart.	Dr. Apjohn, ditto
Sir James Clark, Bart	Dr. Thompson, Glasgow
Sir Henry Marsh, Bart.	Dr. Mac Donnell, Belfast
Sir Philip Crampton, Bart.	Dr. Kennedy
Dr. James Johnson	Dr. Conquest
Dr. Hope, Edinburgh	John Kirby, Esq.
Dr. Gregory, ditto	Richard Carmichael, Esq.
Dr. Duncan, ditto	Herbert Mayo, Esq.
Dr. Labatt, Dublin	Mr. Guthrie, London
Dr. Barker, ditto	Mr. Turner, ditto

Several Imitations of the Fluid Magnesia have been offered to the Public, and, amongst others, one by *Dinneford, Chemist, Bond Street*. Particular attention is requested to a letter from Dr. Conquest (published above) on this subject.

The *Genuine* Fluid Magnesia of Sir James Murray may be obtained pure from Messrs BROTHERS and WILLIAMS, Wholesale Agents for Nottingham and Neighbourhood. Sold also by R. ALLEN, Mercury Office; B. S. OLIVER, Bookseller, Long Row; and most respectable Medicine Vendors.

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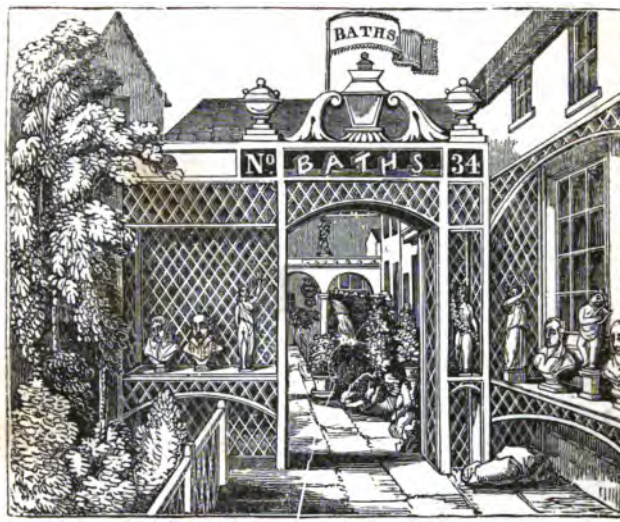

Nottingham BATHING Establishment,

34, PELHAM STREET.

MRS. MYERS

RETURNS her most grateful acknowledgments for the kind support bestowed on her late husband, and earnestly solicits a continuance of the same; assuring her Friends and the Public, that no exertions on her part shall be wanting to render the Baths in all respects worthy their patronage.

M. Myers begs to state, that she has made accommodation for the use of the CELEBRATED MINERAL WATERS of BAREGES; also CHLORINE, IODINE, and ARTIFICIAL SEA WATER BATHS, with an extensive range of Cold, Warm, Tepid, Vapour, Shower, and Swimming Baths, together with Portable Vapour Baths, and an Upright Bath.

The Cold and Tepid Baths are open from Six in the Morning; and the Hot and Mineral Baths from Seven in the Morning until Eight in the Evening.

The Swimming Bath is open (for Ladies only) from Eleven to One a'clock each Day: its temperature is at present 80° Farenheit.

The Terms of Subscription for a Year, or for any number of times, or for a Single Bath, may be known on application at the Establishment.

☞ **Distilled Water may be had at the Establishment, at 1½d. per Gallon.**

ALSO, GOLD AND SILVER FISH.

TO BANKERS, MERCHANTS, BOOK-KEEPERS, ACCOUNTANTS, &c.

And particularly to those who use Steel Pens.

WEBSTER'S
MANGANESE INK,

Is recommended on account of its possessing the following advantages over all other Inks in general use:—

It becomes BLACKER by age, instead of turning RUSTY!
After it has been written a twelvemonth, it is INDELIBLE; no known chemical agents being then able to remove it from the materials on which it is written!
It flows from the pen with the greatest freedom!
The PEN never gets clogged, nor the INKSTAND foul!
It deposits no sediment in the Inkstand!
It does not CORRODE STEEL PENS!
It is not subject to MOULD, and never becomes Ropy!
It does not destroy or injure the paper on which it is written!
The writing may be exposed to damp, drenched with rain, and exposed to the action of the air, without producing any perceptible difference, except in its becoming Blacker, and remaining legible until the texture of the substance to which the Ink is applied is completely destroyed!

This Ink also possesses a decided superiority in the use of the Copying Machine.

As its name implies, this Ink is manufactured from Manganese, which after considerable labour and expense, has been made available for the purpose, in the formation of a Writing Fluid.

It is a well-known fact, that no ink which has hitherto been discovered is able to resist the corroding influence of TIME—for even the most approved of those in common use, have been found to lose their blackness, and assume a yellow tinge, and in the majority of cases almost every trace of legibility has disappeared after the writing has become aged.

In all common Inks, a portion of gum-arabic is used, not only for the purpose of preventing the Ink from spreading or sinking into the paper, but also to form a sort of varnish to protect it from the action of the atmosphere—hence it is, that when writing is subjected to damp, the varnish is removed, its chemical composition rapidly undergoes a change, and it passes from the state of a Gallate into that of an Oxide of Iron, or in common phraseology, it becomes simply a rust. With MANGANESE INK, the effect is exactly the reverse—for the longer it is exposed to the air, the more oxygen it imbibes, and the blacker and more permanent it becomes. Its superiority in these respects, therefore, is satisfactorily explained on scientific principles.

MANUFACTURED BY PAWSEY & Co.

And Sold in Bottles, 6d., 1s., 1s. 9d., and 3s. each, by

R. ALLEN, 57, Long Row,

NOTTINGHAM,

WHOLESALE AGENT FOR NOTTINGHAMSHIRE.

LONDON ASSURANCE
CORPORATION,

Established by Royal Charter of King George the First, A. D. 1720,

FOR FIRE, LIFE, AND MARINE ASSURANCES.

Offices*, 19, *Birchin Lane, Cornhill, and* 10, *Regent Street, London.

RATES OF PREMIUM
FOR FIRE ASSURANCES.

For Common Assurances.....	0	1	6	per Cent.
Hazardous.....	0	2	6	
Doubly Hazardous	0	4	6	
Farming Stock (no Duty)....	0	1	6	

Special Risks are taken on moderate terms.

Persons Assuring for any term from two to seven Years will receive an abatement, amounting, if for seven Years, to the whole Premium and Duty for one Year.

Losses occasioned by Fire from Lightning, will be made good.

LIFE ASSURANCES.

Persons effecting Life Assurances with this Corporation have the choice of two Plans.—

The one entitling them to an Annual abatement of Premium after five Years' payment.

The other at a lower fixed rate without abatement.

The leading features which distinguish the first of these Plans from those of other Life Assurance Offices, are, that the Business is carried on by the Corporation without any charge for management being deducted from the Profits, and that the Assured are exempt from all liability of partnership.

The Abatement of Premium for the Year 1839, on Policies of five Years' standing, under the first of the above Plans, is £46. 14s. 7d. per Cent.

Prospectuses and every information may be obtained at the Offices of the Agents,

MR. JAMES WILCOCKSON,
PELHAM STREET, NOTTINGHAM.

MR. A. I. CURSHAM, SOLICITOR,
MANSFIELD.

PIANO-FORTE MANUFACTORY

AND MUSIC WAREHOUSE,

CLUMBER STREET, & MAY-POLE YARD,

NOTTINGHAM.

W. M. GARLAND,

Piano-Forte Maker and Music Seller to His Grace the Duke of Rutland,

RESPECTFULLY invites the attention of the Profession, and Public in general, to an improvement he has recently made in UPRIGHT PIANO-FORTES, by which the Touch remains the same when the Damper-Pedal is in use, as without. This has been a desideratum in this description of Instrument for Years, as its capability of expression depends in a great measure on the weight of Touch remaining the same under all circumstances (and for which Messrs. Collard have obtained a Patent in the Horizontal Instrument). The Touch of these Instruments is now equal to that of any that can be produced in the Trade, and entirely obviates the objection to the generality of Upright Piano-Fortes, namely—want of expression. There are several other advantages accruing from this Action, as a necessary consequence of the Construction, amongst which, its extreme durability is not the least prominent.

The TONE does not require a word of comment;—the SOUNDNESS OF MATERIALS, DURABILITY OF CONSTRUCTION, CAPABILITY OF STAYING IN TUNE, and, in fact, every thing requisite to constitute a good Piano-Forte, cannot be surpassed, and will be warranted in the most unequivocal manner.—Mr. Garland is induced to be thus explicit, in consequence of several instances having recently come under his notice of *warranted* Instruments having been returned as defective and inferior.

Besides the above, W. M. GARLAND has on Sale an extensive Assortment, consisting of SEMI-GRAND, MICHROCORDON, GRAND SQUARE, and all other kinds of Piano-Fortes, by BROADWOOD, TOMKISON, COLLARD, &c., and as *his* Instrument may be fairly tested against these, an opportunity is given of forming a correct judgment of their merits, and affording to the Purchaser a saving of from 15 to 25 per Cent.

Instruments of every description for HIRE, and REPAIRED or TUNED in Town or Country; Bought, Sold, or taken in Exchange.

A NUMBER OF

SECOND-HAND PIANO-FORTES,

In thorough Repair, at very Reduced Prices.

Any Instrument Sold at this Warehouse exchanged within Six Months, if not approved.—Every other Article in the Music Trade on the lowest terms.

STANDARD HILL ACADEMY, *NEAR NOTTINGHAM,*

CONDUCTED BY

MR. WILLIAM GOODACRE.

YOUNG GENTLEMEN are received into this Establishment as resident *Boarders* or *Day Pupils* for the purpose of *Instruction* in the various branches of a liberal English Education, or a thorough *Classical* and *Mathematical* Preparation for entrance into College.

The *Situation* is retired and healthy, and the *House*, which was erected expressly for an Academy by the Proprietor's late Father, combines the advantages of a town residence with the pure air and retirement of the country.

The Senior Pupils have a Private Room for Evening Study, and there is a complete Gymnasium on the premises for the improvement of the bodily strength and the recreative enjoyment of the Pupils.

The CLASS ROOMS, four in number, are each occupied by a Master, who is enabled to devote his undivided attention to the Pupils immediately under his charge.

In the *Moral Training* and discipline of young persons, Mr. G. endeavours to make the best use of their early years by animating them with a desire for Scriptural Knowledge and correct principle; by avoiding degradation of character and appealing to their higher feelings for the performance of their duties; and by a patient investigation of their failings with strict justice towards them.

The COURSE OF INSTRUCTION pursued after the Pupil leaves the Junior Department and enters the Upper School, is such as will have a decided reference to his future destination. In the *Classical Department*, the greater part of the Pupil's time is devoted to the acquirement of a sound grammatical knowledge of the Greek and Latin Languages, to an extensive reading of the best Ancient productions, and to ancient History and Geography. In the Classical Department Mr. W. G. is assisted by a Graduate of one of the Universities, residing in the House.

In the *English Department*, Pupils are instructed with the view of making them men of business. The Mathematics are unfolded in as familiar a manner as their abstruseness will allow, so as to induce closeness of thought and a habit of reasoning. Mensuration, Practical Surveying, Mechanics, and the Sciences generally form a leading feature, while English Grammar, Common Arithmetic together with Mental Calculations, the formation of a good Commercial Hand-Writing, Linear Drawing, and a correct style of Reading, are objects of daily attention.

The Pupils are instructed in the *French Language* by Mr. G., assisted by a young person a native of France, who, by constantly associating with them, induces French conversation, a correct pronunciation and pure accent.

A Course of Lectures on Astronomy and Natural Philosophy, illustrated by a good Apparatus is delivered during the Winter Months.

Drawing and Painting, Linear and Ærial *Perspective*, *Architectural Designing*, and the practice of *Sketching* from Nature, will occupy a due proportion of time.

Drilling, Fencing, and the Manual Exercise on the terms of the respective Masters.

The *Annual Examination* takes place during the week preceeding the Midsummer Vacation. In the morning of each day all the Pupils are examined in the presence of their Parents, in all those subjects to which their attention has been directed during the year; they take rank in that department to which they belong, and prizes are awarded accordingly. Specimens of Writing, Drawing, Surveys of Land, Latin and English Compositions and Maps are exhibited; in the Evening of each day, there are exercises in Mental Arithmetic and Recitations calculated to call forth their powers of Elocution.

The Academy Re-opens after Vacation at Midsummer, on Thursday next after the 21st July, and at Christmas on Thursday next after 21st January.

TERMS AND PROSPECTUSES

May be had on Application to R. Allen and B. S. Oliver.

STANDARD HILL, July, 1840.

SHEPARD'S
EXCHANGE BAZAAR,

OPPOSITE THE LONG ROW, NOTTINGHAM.

T. SHEPARD

RESPECTFULLY informs the Public that he has a large assortment of the following ARTICLES constantly on hand, at the lowest possible Prices.

Writing Desks, of every description.
Ladies' and Gentlemen's Dressing Cases.
Work Boxes and Jewellery Cases.
Cabinets and Card Racks.
Tea Chests and Caddies.
Bagatelle and Backgammon Boards.
Billiard and Bagatelle Balls.
Ivory and Bone Chess Men.
Pearl, Ivory, and Bone Articles.
Ladies' Companions, in Papier Macheé Tortoise-shell, Morocco, Kid, and Russia Leathers, fitted with Silver, Steel, or Mother O'Pearl Articles.
Knives and Scissors of the best quality.
British Plate Articles.
Scented Soaps, Bandoline, French and English Perfumery of all kinds.
Combs and Brushes
French Envelopes, Wafers, and Paper.
Envelope Cases, Pocket Books, and Tablets.
Wedding Rings, Jewellery, Jet, and Berlin Articles,
Bronze, Lava, China, and Bisque China Ornaments, Vases, Figures, &c., with Flowers and Glass Shades.
Papier Macheé & Japaned Tea Trays.
Ditto Inkstands, Card Racks, Card and Cake Baskets, Letter Folios, Hand Screens, Pole Screens, &c. &c.
Scent Bottles and Vinaigarettes.
Riding and Driving Whips.
Carpet Bags and Portmanteaus.
Darke's & Cobbett's Bats, and Duke's Balls.
French and Berlin Fancy Baskets.
Rocking Horses.
Games and Toys of every description, in great variety.

RICHARD ANNIBAL,

CONFECTIONER,

BREAD AND BISCUIT BAKER, PASTRY COOK, &c.

24, Long Row, Nottingham,

Takes this opportunity to return his sincere thanks to his Friends and the Public generally, for the kind support he has received since his commencement in Business, and begs to assure them it shall be his constant study to supply them (as usual) with the best Articles, upon the lowest Terms.

Persons attending Nottingham will find this Establishment the most eligible for the purchase of Biscuits, Confectionery, &c.

BRIDE CAKES, ON THE SHORTEST NOTICE.

FINE FLAVOURED GINGERBREAD,

OF ALL DESCRIPTIONS,

And every Article in the Confectionery Department of the Best Quality.

R. A. CAN WITH CONFIDENCE RECOMMEND TO FAMILIES HIS FINE SAMPLES OF FLOUR.

HOT BREAD, ROLLS, &c. EVERY MORNING.

JOHN FOSTER,

(Late of the Royal Oak, Broad Marsh)

OLD BEAR INN,

Wine and Spirit Vaults,

LONG ROW,

NOTTINGHAM,

Respectfully informs his Friends and the Public, that he has taken to the above Inn, where he has on hand WINES of the Finest Flavour.

FOREIGN SPIRITS BROUGHT TO HIS CELLAR DIRECT FROM THE LONDON DOCKS.

SOLE AGENT FOR D'ARCY & Co's.

EXTRA STOUT DUBLIN PORTER,

WHOLESALE AND RETAIL.

Good Ale and Cider.

WELL AIRED BEDS AND GOOD STABLING.

☞ CHARGE MODERATE.

HEPWORTH & CHAPMAN,

LEEDS HOUSE, 22 SOUTH PARADE,

NOTTINGHAM,

THE

CHEAPEST WOOLLEN CLOTH

WAREHOUSE

IN THE MIDLAND COUNTIES.

FURNITURE WAREHOUSE,

GOOSE GATE, NOTTINGHAM.

G. BAILEY,

Cabinet-maker, Upholsterer, Appraiser

AND UNDERTAKER,

RESPECTFULLY calls the attention of the Public to his extensive Premises in GOOSE GATE, which contain every possible variety of NEW and SECOND-HAND FURNITURE, and every Article connected with Household Furniture. From his Establishment, Houses may be Furnished throughout, on terms very advantageous to the Purchaser.

G. B. has always on Sale an extensive assortment of Mattresses, Blankets, Pier and Swing Glasses, Drawers, Bedsteads, Hearth Rugs, &c., &c., which are offered on very Low Terms for Ready Money.

G. BAILEY executes all Orders connected with his Business with dispatch, at the lowest charges.

G. B. respectfully invites an inspection of his Furniture, and Miscellaneous Goods now on Sale, as it would be impossible to mention the immense quantity of different Articles in his Warehouse, which has been lately enlarged and much improved.

Furniture Bought, Sold, or Exchanged.

Opposite the Black Swan, Goose Gate, Nottingham.

ELIZABETHAN COTTAGE

FANCY BAZAAR,

2, High Street,

NOTTINGHAM.

RICHARDS AND FOX

Beg to inform their Friends and the Public, that they have constantly on hand every Article connected with the FANCY TRADE, including BRUSHES, COMBS, CHINA, BASKETS, GAMES and TOYS, in British, French, and German; JEWELLERY and BRITISH PLATE; CABINET, in large variety; PERFUMERY; WAX and SPERM CANDLES; RODGERS' and other CUTLERY; MUSICAL INSTRUMENTS; BERLIN WOOLS; CANVAS; STOCKS and STIFFENERS, WALKING STICKS, &c &c.

SOLE AGENTS FOR

EDE'S PERFUMERY, RIGGE'S ULTRAMARINE BLUE, AND GREGORIAN PASTE.

SELECT PERFUMERY,

Manufactured by

ROBERT BEST EDE,

(BY APPOINTMENT)

Chemist & Perfumer to her Majesty.

The decided Superiority and Elegance of ROBERT BEST EDE'S *Celebrated Perfumery* and Preparations, have obtained for them the approbation and patronage of the Royal Family, Nobility, and most Persons of the first Rank and Fashion. They are now *Retailed by more than* 2000 *respectable Venders* throughout the Kingdom.

The following Agents have just received a general supply direct from the Manufactory, with descriptive Bills, which may be had gratis on application:

RICHARDS & FOX, Nottingham.
HENRY PERKINS, Perfumer, Derby.
SAMUEL LEE, Bookseller, Loughborough.
THOMAS COOPER, Chemist, Leicester.
THOMAS SHORT, Bookseller, Hinckley.
JOHN TOWNE, Bookseller, Melton Mowbray,

And more than 2000 other respectable Agents throughout the kingdom.

The attention of the Nobility and Gentry is respectfully and earnestly invited to these justly-esteemed Productions.

E. STEVENSON,

FISHMONGER,

And Dealer in

GAME, VENISON,

Wild Fowl, &c.

GRATEFULLY acknowledges the liberal patronage he has constantly experienced from the Nobility, Gentry, and the Public at large, and he now respectfully informs them that he has entered upon the extensive Premises, No. 4, SMITHY ROW, (lately in the Occupation of MR. TENNANT, Grocer,) where he purposes having constantly on hand an abundant supply of every Article in Season, and of the very best Quality.

E. S. earnestly solicits a continuance of favours, and assures those who may honour him with their commands, that all orders shall be attended to with punctuality and despatch.

OYSTER AND LOBSTER ROOMS.

FOUNTAIN-HEAD

BLACKING MANUFACTORY,

Wholesale and Retail.

R. SOAR,

No. 5, MOUNT STREET, NOTTINGHAM,

TAKES this opportunity of gratefully acknowledging the liberal support he has received during the TWENTY YEARS he has conducted the above Business, and begs to assure his Friends that his utmost endeavours will be used to merit a continuance.

The MANUFACTURE of BLACKING, is a process easier conceived than wrought out—a sound Chemical knowledge is requisite to Analyse the various Ingredients of which it is composed—the Alcohol and Mineral Acid being alike injurious to the Leather, it becomes indispensably necessary to ascertain to a nicety, the quantity of Vegetable Acid required to produce a neutralisation of the destructive powers, ere the Oil be added—to acquire a knowledge of which, R. S. has devoted a period of *Twenty Years*, and having attained the desired object, he unhesitatingly submits his production to be *Tested by the World at large*, conscious that its Qualities cannot be impugned, and determined to place it in competition with anything that can be produced in the present day.

Wine Vaults, Wheeler Gate, Nottingham.

T. JONES,

(FROM BAILEY'S OLD MOOT HALL WINE VAULTS,)

TAKES this opportunity to return his sincere thanks to his Friends and the Public generally for the kind support he has received since his commencement in Business, and begs to assure them it shall be his constant study to supply them with the best Articles in the Trade, upon the lowest terms, as usual

Excellent	Cape Wine.....	£1	1s.	per dozen.		
Ditto	Sherry ditto.....	1	10	to £2	2	ditto.
Ditto	Port ditto.....	1	10	to 2	2	ditto.
Ditto	Gin.....	8s.	to 0	12	per Gallon.	
Ditto	Rum.....15s.	to 0	17	ditto.		
Ditto	Brandy.....29s.	to 1	12	ditto.		

Cordials in proportion.

Whitbread's Bottled Brown Stout in fine condition.

J. HARLEY'S

Scotch Ale and Dublin Porter Vaults,

PEPPER STREET, NOTTINGHAM.

J. H. in returning thanks to his Friends and the Public for the very distinguished manner in which they continue to favour him with their Orders, begs leave to present them with the following List, all of which are in excellent condition, and such as he trusts will ensure him a continuance of their Patronage:

SCOTCH ALES, in Bottle.
GUINNESS' EXTRA STOUT, ditto ditto.
INDIA PALE ALE, ditto ditto.
DITTO DITTO, in Draught.
DRAUGHT PORTERS at various Prices.
DRAUGHT ALE.
TABLE BEER.

JOHN CRESSEY,

POULTRY HOTEL,

NOTTINGHAM,

RETURNS thanks for the liberal Patronage he has hitherto been favoured with, and begs to assure his Friends and the Public, that every Article which he vends is of the best Quality.

J. C. hopes by strict attention and moderate charges to give satisfaction to all who may favour him with their commands.

AN ORDINARY EVERY DAY

AT ONE O'CLOCK.

☞ *The Omnibus to and from the Railway Station passes the House.*

S. PALETHORPE,

CHEMIST AND DRUGGIST,

No. 4, CARRINGTON STREET,

NOTTINGHAM.

RETURNS his sincere thanks to his Friends and the Public generally, for the very liberal support he has received since his commencement in Business; and in soliciting a continuance of their Favours, assures them that it is his determination to keep none but Genuine Articles, and by assiduous attention to their commands, he hopes to ensure that confidence which it will ever be his most anxious wish to merit.

SODA WATER, SODAIC, AND SEIDLITZ POWDERS.—THE CHOICEST SPICES.—SUPERIOR PICKLING VINEGAR.

PAINTS, OILS, COLOURS, VARNISHES, &c.

HORSE AND CATTLE MEDICINES.

IMPORTANT TO AGRICULTURISTS, CORN FACTORS, MALTSTERS, AND OTHERS.

AT R. TOMLINSON'S,

HOLLOW STONE, NEAR THE LONDON ROAD,

NOTTINGHAM,

You may Purchase the following Articles of excellent Quality, and reasonable Prices manufactured on the Premises,

Sacks, Bags, Sacking-Bottoms, Rick Cloths, Boat Cloths, Tiltings, Mill Sails, &c.; also, Waterproof Coach, Van, Cart, and Waggon Covers, Horse Cloths, Covers for Railway Carriages, and Capes, a useful article for Travellers, and all persons exposed to the weather. Ropes, Twines &c. &c.

☞ *R. T. will be in attendance at the Corn Market every Saturday, with Samples, to receive orders for any of the above articles.*

J. SMITH,

Royal Floor Matting Manufactory,

WHEELER GATE, NOTTINGHAM.

MATTING MADE TO ANY DIMENSION WITHOUT SEAM.

Mat Baskets, Kneeling Basses, for Churches and Chapels.—Dealer in Holland and English Rushes, Russia Mats, Turnery Goods, and Brushes, of every description.

All kinds of Twig Work made and Repaired.—Chairs neatly Bottomed.

J. S. being the only Matting Manufacturer in Nottingham, the Public will derive considerable advantage by sending their orders direct to him.

MARKET STREET SEMINARY,

SUPERINTENDED BY

MRS. SOLLORY,

WHO RECEIVES INTO HER HOUSE

A LIMITED NUMBER OF

YOUNG LADIES,

Whose Improvement is facilitated by well-organized arrangements, embracing all the advantages of a liberal and genteel Education, combined with the comforts of home.

N. B.—Young Ladies wishing to prepare themselves for Situations, are accommodated.

Terms and References may be had on application at the SEMINARY; or of Mr. ALLEN, Long Row, Nottingham.

JAMES WORTH,

GEORGE & DRAGON INN,

MARKET PLACE, NOTTINGHAM,

Dealer in Wines and Spirits,

OF SUPERIOR QUALITY,

EXCELLENT ALE, PORTER, AND CIDER.

GOOD BEDS AND STABLING.

The Omnibus to and from the Railway Station passes within a short distance of the House.

THOMAS PALETHORPE,

BOWLING GREEN INN,

CANAL STREET, NOTTINGHAM,

(WITHIN A HUNDRED YARDS OF THE RAILWAY STATION,)

BEGS most respectfully and sincerely to thank his numerous Friends who have kindly supported his Establishment during a period of twenty-five years, and to solicit a continuance of the same. Well aired Beds, and Viands of all kinds, of the best quality, may be relied on, and every exertion used (combined with moderate charges) to give satisfaction to all who may please to favour him with their commands.

EXCELLENT WINES AND SPIRITS.

N. B. The Omnibus, to and from the Railway Station, passes the House, on the arrival and departure of every Train.

GEORGE WHITFIELD,

ALE, PORTER, & CIDER

MERCHANT,

SWANN'S YARD, (OPPOSITE THE POLICE OFFICE,)

LONG ROW, NOTTINGHAM.

LONDON & DUBLIN STOUT; EAST INDIA PALE BEER; BURTON & other ALES, Bottled and in Casks; Fine TABLE ALE, One Shilling per Gallon and upwards.

Highly Carbonated Soda Water & Effervescing Lemonade.

GENUINE WINES AND SPIRITS.

IMPORTER OF HAVANNAH CIGARS.

Bromley House & No. 9, Angel Row

MARKET PLACE, NOTTINGHAM.

H. WATTS & SON,

Basket Manufacturers & Coopers in General.

LONDON BRUSH WAREHOUSE.

Dealers in every description of Door and Carriage Mats; Mops, Carpet Brooms, Carpet Bags, Sponges, Leathers, Rush Mattings, of various widths; Church Basses, Ropes, Twines, &c. Everett's, Day and Martin's and other London Blacking; Wood Bowls, Taps, Spoons, Measures, Malt Shovels; Hair, Lawn, Tammy, Wire, and Corn Sieves, Garden Mats, &c. Foreign and English Baskets in great variety. The most extensive Assortment of Household, Fancy, and Groom's Brushes, constantly on hand.

☞ *Painters' Brushes Retail at the London Wholesale Prices.*

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ANGEL ROW, MARKET PLACE, NOTTINGHAM.

GEORGE COBB,

(LATE OF LEICESTER)

HAVING entered on this Old-established Inn, respectfully solicits the patronage of his Friends, Agricultural Gentlemen attending the Markets, and the Public in general; assuring them that every exertion shall be made to render this Inn equal to any of a similar class in the Town.

Excellent and extensive Stabling; Wines and Spirits, genuine; Ales of primest Quality; Well Aired Beds.

A commodious Room, replete with Conveniences, is attached to the Premises, suitable for Dinner Parties, Convivial Societies, Auctions, Bankruptcy Meetings, or Meetings of a general tendency, &c.

Market Ordinaries on Wednesdays and Saturdays.

Omnibus to and from the Railway Station.

MR. WM. H. MILNES,

Late of Worcester College, Oxford,

PURPOSES GIVING INSTRUCTION

TO A

Limited Number of Young Gentlemen,

AS DAY PUPILS,

In the GREEK, LATIN, FRENCH, and ENGLISH LANGUAGES, MATHEMATICS, WRITING, HISTORY, GEOGRAPHY, and ASTRONOMY.

THE HIGHEST CLERICAL AND LAY REFERENCES CAN BE GIVEN.

Terms to be known on Enquiry.

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DOG & PHEASANT,

BOTTOM OF CASTLE GATE, NOTTINGHAM,

(Half way between the Station House and Market Place, and within three minutes walk of either.)

JOSEPH MELLOWS

BEGS to acquaint his Friends and the Public that he has made considerable improvements on his Premises, so as to enable him to accommodate Railway Passengers, and others, with every Convenience, including Good Beds, &c.

WINES AND SPIRITS OF THE VERY BEST QUALITY.

☞ The Railway Omnibuses pass the House every half Hour, to and from the Station House.

BREAKFAST, DINNER, AND TEA, ONE SHILLING EACH.

BLACK'S HEAD INN,

BROAD MARSH, NOTTINGHAM,

W. PICK,

RETURNS his sincere Thanks to his Friends and the Public generally, for the kind support which he has received for the Ten Years he has been in Business, and takes this opportunity to inform them that he has been at considerable Expense in altering his Premises, and making his Rooms comfortable for the reception of RESPECTABLE TRAVELLERS BY RAILWAY, being only a Minute's walk from the Station House.

Excellent Beds, and Stabling for Forty Horses.

CHOICE WINES, &c.

WILLIAM BRANDRETH,

Cabinet Maker and Upholsterer,

DEALER IN ALL KINDS OF

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BEDS, MATTRESSES, &c.

MILTON STREET, NOTTINGHAM.

EDWARD SMITH,

MILTON'S HEAD INN,

MILTON STREET, NOTTINGHAM.

Wines & Spirits of the choicest quality.

GOOD STABLING WITH LOOSE BOXES.

Well Aired Beds, and every attention to Commercial Travellers and the Public in general.

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EATING HOUSE.

CLUMBER STREET,

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Market People, Farmers and others can be accommodated with HOT DINNERS, TEAS, and SUPPERS, on the shortest notice.

GOOD HOME-BREWED ALE.

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TOBACCO AND SNUFF

MANUFACTURER,

Importer of Havannah Cigars,

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GENUINE LUNDYFOOT, WELCH, AND GRIMSTONE'S EYE SNUFF.

WILLIAM WILDGUST,

CARRINGTON ARMS,

CARRINGTON STREET,

NEAR THE RAILWAY STATION,

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Good Ale, Porter, and Cider.

Wines and Spirits of the best quality.

WELL AIRED BEDS AND EXCELLENT STABLING.

SHIP TAVERN,

PELHAM STREET, NOTTINGHAM.

NATHANIEL T. WARREN

GRATEFUL to his Friends and the Public in general, for their kind Patronage during the ten years he has been honoured by their support, respectfully assures them, that if GOOD ALE, PRIME LIQUORS, EXCELLENT WINES, COMFORTABLE BEDS, the BEST ACCOMMODATION HIS HOUSE CAN AFFORD, together with POLITE ATTENTION and MODERATE CHARGES, can ensure him their favours, they shall find no lack of them at the Old SHIP.

JOHN PEET,

AUCTIONEER AND APPRAISER,

House Agent,

AND SHARE BROKER,

ST. JAMES' STREET,

NOTTINGHAM.

M. CLARKSON,

CONFECTIONER,

24, CLUMBER STREET, NOTTINGHAM.

Tea, Coffee, and Cooked Meat

ON THE SHORTEST NOTICE.

☞ M. C, is also appointed CONFECTIONER by the COMMITTEE of the MECHANICS' EXHIBITION, where REFRESHMENTS may be had.

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BRASS FOUNDER

In general,

GREYHOUND STREET, MARKET PLACE,

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MANUFACTURER of all kinds of PLUMBERS' BRASS WORK, LIFT and FORCE PUMPS, IMPROVED WATER CLOSETS, BEER ENGINES, LIQUOR FOUNTAINS, WATER and STEAM COCKS of every description, GAS FITTINGS, ARGAND BURNERS, and BRASS CASTINGS, to Patterns or Drawings, Daily.

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TOBACCO AND SNUFF

MANUFACTURER,

And Importer of Foreign Cigars,

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14, HIGH STREET, NOTTINGHAM.

PRIME HAVANNAH CIGARS,

21s. PER BOX.

Fish, Game, Rabbits, Wild-fowl, Poultry and Venison.

JOHN WOOD,

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Is Daily Receiving, of the choicest description, Salmon, Soles, Turbot, Smelts, Halibut, Mackerel, Lobsters, Crabs, Shrimps, with every other variety of Fish, &c. &c. in due Season.

Town and Country Orders will meet with prompt attention.

S. BENNETT,

WARSER GATE, NOTTINGHAM,

DEALER IN

ALL KINDS OF FANCY LACE,

MUSLIN VEILS & COLLARS,

RIBBONS, FLOWERS, & GLOVES,

Of every description.

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AUCTIONEER,

APPRAISER,

And General Furniture Dealer,

PELHAM STREET,

NOTTINGHAM.

Innkeepers' and Publicans' Valuations accurately made.

FREDK. JERROM,

FRIAR LANE LIVERY STABLES,

NOTTINGHAM.

Saddle Horses, Gigs, Phaetons,

A NEAT FLY, &c. LET TO HIRE.

HORSES TAKEN IN TO LIVERY AND BAIT.

A Hearse and Mourning Coaches to Let.

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CARVER & GILDER,

Looking Glass and Picture Frame

MANUFACTURER,

HOLLOW STONE, NOTTINGHAM.

OLD PAINTINGS CLEANED AND REPAIRED.

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HAIR CUTTER, PERFUMER,

And General Fancy Repository,

No. 6, LONG ROW, NOTTINGHAM.

Ornamental Hair—Perfumery from the first Houses in London English and Foreign Toys—Cabinet Goods—Brushes of all descriptions—Combs, in Shell, Horn and Ivory, and an endless variety of Fancy and Useful Articles.

Private Apartments for Hair Cutting.

BIRMINGHAM.

HOPE & ANCHOR

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ABOUT 100 YARDS FROM THE RAILWAY STATIONS,

CORNER OF NEW CANAL STREET,

FAZELEY STREET,

BIRMINGHAM.

CHARLES YARWOOD

BEGS to inform the Public, but especially Gentlemen whom Business Pursuits may at any time cause to visit Birmingham, that at the above House will be found,

EXCELLENT ACCOMMODATION

BOTH IN

BOARD AND LODGING,

And at such Charges as cannot fail to meet their Approval.

WELL AIRED BEDS.

Wines and Spirits of the best quality.

Ale, Porter, &c.

Umbrella and Parasol Depôt,

JOHN BOYCE,

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And MANUFACTURER of

UMBRELLA AND PARASOL FURNITURE,

IN THE SEVERAL VARIETIES OF LACQUERED, SILVERED, JAPANNED, AND BRONZED,

FOR HOME AND EXPORTATION.

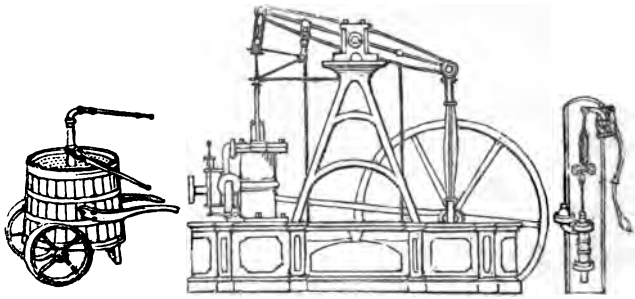
In submitting the present LIST of RETAIL PRICES, J. B. begs to return his grateful acknowledgments for the very liberal encouragement he has met with since opening the Establishment, as above, and from being the Manufacturer of the Article in all its various parts, it will be his sole study, as heretofore, to make only such Goods as will give satisfaction to the Public, and do credit to himself by the FIRMNESS and durability of the Workmanship.

LIST OF PRICES:

	s.	d.
Children's size Umbrellas, cane ribs, from	1	6
Large size ditto ditto	2	6
Ladies' size, whalebone ribs, improved wheel tops.....	3	6
Large size ditto ditto	4	6
Chaise size ditto ditto	7	0
Ladies' Silk Umbrellas ditto	8	0
Middle size ditto ditto	9	0
Large size ditto ditto	12	6

A large Assortment of Chaise Umbrellas always on hand.—Every kind of Material in Stock for the Supply of the Trade.—Hawkers' and Shopkeepers' Supplied on the most liberal terms.

Furniture Manufactory—Old Meeting House Yard, Digbeth.



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(Late Donaldson and Glasgow)

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SUFFOLK STREET,

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ENGINEERS & MILLWRIGHTS,

MANUFACTURERS OF

Steam, Hydraulic, Beer, Garden, and Fire Engines,

PLUMBERS' BRASS WORK

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LOCOMOTIVE PUMP VALVES AND OIL CUPS

MADE TO ORDER.

EVERY DESCRIPTION OF

PNEUMATIC & HYDRAULIC

MACHINES.

CUT GLASS

MANUFACTORY,

CHINA, EARTHENWARE,

LAMP, &c.

SHOW ROOMS.

24, UNION STREET,

OPPOSITE THE HERALD OFFICE,

BIRMINGHAM.

THOMAS ROLLASON, JUN.

(For upwards of fifteen years connected in the Business till lately carried on by his Father in Steelhouse Lane,)

RESPECTFULLY begs to acquaint his Friends and Connection, that, since he has opened the above Establishment, the kind support he has received, and the flattering promises he still continues to receive, has induced him to INCREASE HIS ASSORTMENT; and he now begs to invite their inspection to his Stock of Dinner, Dessert, Tea, Breakfast, and Toilette Services; ornamental, and every description of useful goods, fit for domestic purposes; also richly Cut and Plain Glass, in infinite variety; Lamps, Papier Machée Goods, &c. &c. In his selection he has been guided by the novelty and superiority of manufacture; and he trusts by keeping ONLY Articles of first-rate quality, combined with MODERATE CHARGES, to merit a continuance of that support which he is grateful to acknowledge.

ARTICLES TO MATCH-UP WILL RECEIVE HIS PROMPT AND CAREFUL ATTENTION.

An experienced Packer kept, and Goods packed and sent to any part of the Kingdom.

L

RICH$^{D.}$ & GEO. BILL,

JAPANNERS,

AND

Manufacturers of Paper Trays,

OF ALL SHAPES, ALSO

CABINET, TOILETTE, WORK AND CARD BOXES,

TABLES, TABLE TOPS, POLE & HAND SCREENS,

Tea Chests, Caddies,

QUADRILLE POOLS, CARD RACKS, SNUFF BOXES, PANNELS FOR MINIATURE FRAMES AND VENEERING,

AND EVERY OTHER DESCRIPTION OF ARTICLE IN

PAPIER MACHÉE,

12, 13, & 14, SUMMER LANE,

BIRMINGHAM.

DEPÔT

13, HATTON GARDEN,

LONDON.

Since the Papier Machée was brought into use in this Establishment, (which is the original one), for the Manufacture of Articles of the above description, the most valuable improvements have been made; and from the long period in which the

Proprietors and their Friends have been engaged in the Business, their knowledge of it is such as to enable them to execute the most gorgeously finished Designs it is possible to produce or conceive through the effect of Colouring, Polishing, &c.

Messrs. R. & G. B. respectfully announce that they have an

EXTENSIVE SHOW ROOM,

containing a superb variety of Goods, including, in addition to those already mentioned, Cheffioneers, Sofas, Card Tables, Music Stools, Mirrors, &c. &c., which have been inspected by numbers of the Nobility, by the French and Turkish Ambassadors, and other Foreigners of Distinction, who have universally expressed the most intense delight at the beauty of the Workmanship, and their amazement at the perfection to which skill and perseverance has enabled them to arrive.

The Room is open for the reception of Visitors from Nine in the Morning until Nine in the Evening, during which periods the visits of all respectable parties will be gladly received. When necessary, the Room is brilliantly lighted with Gas, when the appearance of the Goods form an exhibition of splendour in very few instances surpassed.

N. B.—Cards of introduction to view other Manufactories are at all times in the possession of Messrs. R. & G. B., for presentation to their friends.

W. HOPKINS & SON,

(LATE JAMES BARROW)

PATENT BLIND

MANUFACTURERS,

And General Brass Founders,

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SPRING ROLLER BLINDS, SPRING BLINDS FOR SHOP FRONTS, AND BALANCE SPRING

Roller Blinds for Mounting Maps.

VENETIAN SHADE AND PARLOUR BLINDS.
GAUZE WIRE BLINDS, &c.

A LARGE ASSORTMENT OF

TRANSPARENT BLINDS

ALWAYS ON HAND.

Deritend Iron Foundry,

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PATENT METALLIC HOT HOUSE

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BRADFORD STREET, BIRMINGHAM.

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MANUFACTURERS OF

MECHANICAL AND ORNAMENTAL

Iron Work of every description

CONSTRUCTORS OF

STEAM ENGINES

FOR EVERY DEPARTMENT.

ROLLING MILLS COMPLETE,

Generally, or for any particular Branch.

Corn Mills & Water Wheels & Mills,

AS ABOVE.

SAW MILLS COMPLETE,

With PLANING, VENEER, BAULK, AND PLANK MACHINES, CIRCULAR SAWS, &c.

Road Weighing Machines, Iron Planing Machines, Wheel Cutting Machines, Drilling Machines,

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VALVES, COCKS, and PLUGS, for STEAM, WATER, or other Fluids.

FIRE ENGINES

OF THE BEST DESCRIPTION,

With Leather Hose, Buckets, and every article in the Fire Department, upon the most reasonable Terms.

PUMPS & HYDRAULIC MACHINES

OF EVERY DESCRIPTION.

[*Continued.*]

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Elegant REGISTER and STOVE GRATES, with the latest Improvements; BRONZE FENDERS and FIRE IRONS, to suit the above; KITCHEN RANGES, with BACK BOILERS; Patent COOKING APPARATUS; Patent WARM-AIR STOVES; and BUILDINGS HEATED by HOT WATER and STEAM upon the most approved plans.

ELEGANT BALCONY AND ORNAMENTAL FENCINGS
IN EVERY STYLE.

General Foreign Cast and Wrought Iron Manufacturers; Treasure Chests, Weights, Sad Irons, Stoves, Machines, and Implements.

HORTICULTURAL BUILDING

Manufacturers,

IN WOOD, COPPER AND IRON.

Hot-Houses and Conservatories constructed in any style; Hand Glasses, with Ventilators, &c.; Cucumber-Frames, and every description of Horticultural Construction.

Metallic Shop Fronts, Sashes, Fanlights, &c.—Iron, Copper, and Zinc Sash Bar, to any figure.

THE DR. ARNOTT'S STOVE,

Plain or Ornamental, with regulating Valves.

EVERY DESCRIPTION OF CASTING,

Mechanical and Ornamental, in both Brass and Iron.

WILLIAM COOKE,

Manufacturer of all kinds of

BRACE AND BELT WEBS,

INDIA RUBBER WEBS,

AND EVERY DESCRIPTION OF

Braces, Belts, Elastic Garters, Trouser Straps, Waistcoat Backs, Pulley Fronts, &c.

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No. 52, ST. PAUL'S SQUARE, BIRMINGHAM.

London Agent, Mr. Bunney,

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JOHN RUBERY,

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MANUFACTURER,

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Umbrella Furniture Founder,

PATENTEE OF THE

IMPROVED TOP TIP & STRETCHER,

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37, Union Street, & 8, Bull Street.

JAMES HEELEY & SONS

BEG to announce, that they have completed their newly-invented SPRING JOINTED TROUSER-STRAP, which is acknowledged to be the most perfect of the kind ever introduced to the Public, fitting close to the Boot or Shoe, and always keeping the Trousers in their proper position.

Heeley and Sons' Patent Straps are marked "HEELEY & SONS' PATENT." on the Plate, and "V. R." on each side piece or end.

Pen Manufactory, Mount Street, Birmingham.

RODGER'S PATENT LEVER STOCK BUCKLES.

This newly-invented and simple mode of fastening is far superior to the chape or tong on account of the ease and facility with which the Stock is fastened or unfastened. The possibility of tearing the Stock or Hand, an objection so justly urged against the common buckle, is entirely prevented in the construction of the Patent Buckle.

Gentlemen purchasing Stocks are requested to inquire for those with the Patent Lever Buckles.

PATENT AND OTHER METALLIC PENS.

The DIAMOND PEN is particularly adapted to the hand of the expeditious writer, possessing great flexibility, price 1s. per Card of 12 Pens.

The MACROSTYLE, or SWAN QUILL PEN, is known by its large size, and is the most durable *Office Pen*, price 1s. 3d. per Card, or in Boxes containing 12 Pens, price 2s.

The LADIES' RUBY PEN, particularly suited for *neat writing*, and for the purpose of *Mapping, &c.* Price 1s. per Card of 12 Pens.

The EUTROCHOSTYLE, an excellent Office Pen, in strength between the Macrostyle and Diamond Pen, price 1s. 6d. per Card of 12 Pens.

CLEVELAND'S PATENT PEN has a regulating Slide, by which the user may adapt it to any degree of *hardness* or *softness* necessary. Price 1s. 6d. per Card of 12 Pens.

The MERCANTILE PEN, price 1s. 6d. per Card of 12 Pens.

The GOLD-PLATE RUBY PEN, for the *Boudoir*.—Each card is ornamented with an elegant Portrait of Her Majesty. Price 1s. 6d. per dozen.

SUPERIOR SCHOOL PENS.

These PENS are made expressly FOR SCHOOLS, with a strong shoulder, suited either to Small, Round, or Text Hands, may be had in Boxes containing 1 Gross, Price 4s. each box.

HEELEY & SONS' PEN and EVER-POINTED PENCILS, with reserve for Leads and Pens.—Packets of BEST CUMBERLAND LEADS, either H or M, only 1s. each.

Manufactured by JAMES HEELEY and SONS, Mount Street Birmingham. Sold wholesale by RICHD. GROOMBRIDGE, Bookseller, PATERNOSTER ROW, LONDON; and retailed by all Booksellers, Stationers, Fancy Dealers, &c. in the United Kingdom.

UNDER THE PATRONAGE OF THE ROYAL FAMILY.

CHINA, EARTHENWARE,

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CUT GLASS MANUFACTORY,

Lamps, Bronze, & Papier Machée

SHOW ROOMS,

(ESTABLISHED 50 YEARS)

STEELHOUSE LANE,

BIRMINGHAM,

GREATLY ENLARGED AND IMPROVED,

Equal to any Establishment in London, with the advantage of being *now* connected with a Manufactory *in the centre of the Kingdom*, and in the midst of the first Manufactories in the World.

G. T. ROLLASON & Co.

In carrying on the above well-known business, respectfully acknowledge with thanks the support and patronage they have received from the Nobility, Gentry, and those Friends who have for so many years supported the Establishment; assuring them of their determination to keep up from time to time such a Stock of all the modern, elegant, and useful Articles in the above-named branches of the Arts and Manufactures, as will make their

SUITE OF ROOMS

worthy the inspection (which they earnestly solicit) of an enlightened Public, and ensure to purchasers such a variety as will please all tastes, and AT PRICES as must give satisfaction.

G. T. R. and Co. beg also to state, that the business will be carried on upon the most liberal terms, and goods can be packed and sent to any distance.

Respectable persons may at all times have admittance to see the Rooms.

N.B.—Dealers in real India China, India Matting, Robins' Royal Filters, Wax and Sperm Candles.

EXPORTERS AND WHOLESALE DEALERS.

Patterns may be seen and Goods sent direct from the Manufactory in the Potteries to any part of the World, at the lowest Manufacturer's Prices.

By his late Majesty's Royal Letters Patent.

S. WALKER & Co.

Old Established

Percussion Cap

MANUFACTORY,

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Manufacturers and present Contractors to the Hon. Board of Ordnance, And the Hon. East India Company.

PROPRIETORS OF THE PATENT & SOLE MANUFACTURERS OF

WALKER'S

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Gun Wadding.

EDWD. UPFILL,

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MANUFACTURERS OF

WROUGHT IRON GATES,

PALISADING, FANCY FENCING,

VERANDAHS, BALCONIES,

Deer, Ox, and Sheep Hurdles, Hare Fence, Invisible Wire Fencing, Tree Guards, Flower Stands, Field Gates, Bedsteads, Horse Racks, Wheelbarrows, Mangers, Cart and Waggon Tire, Iron Arms, Nails and Chains of all sorts,

AND HEAVY IRON-WORK IN GENERAL.

JOHN YATES & SON,

MANUFACTURERS OF

SUPERIOR BRITISH PLATE,

And German Silver Spoons,

ALSO,

ARGENTINE, OR BRITISH PLATE PLATED WITH SILVER, SPOONS, &c.

Forks, Ladles, Spurs, Snuffers and Snuffer Trays, Fish Knives, Butter Knives, Dessert Knives and Forks, Nut-cracks, Knife Rests, Toast Racks, Candlesticks, &c.

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Fringe & Trimming Manufactory.

JOSEPH MARSDEN,

MANUFACTURER OF

FRINGES, GIMPS, BELL-PULLS,

Upholsterers' Trimmings, &c.

LADIES' DRESS TASSELS, FRINGES, CORDS, &c.

MADE TO ORDER.

No. 37, EXETER ROW, TOP OF SMALLBROOK STREET,

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☞ Orders from the Country punctually attended to.

ESTABLISHED NEARLY TWENTY YEARS.

JOHN MITCHELL'S

OLD ESTABLISHED

METALLIC PENS,

Warranted to possess a smoothness and suavity of Point unequalled, to deposit freely a regular CONTINUOUS FLOW OF INK, by which the tedium of WRITING is greatly relieved, and the hitherto existing objections to STEEL PENS entirely removed.

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MANUFACTURER OF

Bronzed Inkstands, Lustres, &c.

GAS FITTINGS,

Every description of

Lamps, Chandeliers, Desk and Sideboard Railing, Window Guards, &c. to Pattern or Drawing.

GLASS MOULDS OF EVERY DESCRIPTION, &C. &C.

WILLIAM & ANDREW SMITH,

Manufacturers of Scotch Snuff Boxes

TO HIS LATE MAJESTY,

BEG to remind their customers that they still continue to Manufacture these Articles, together with a variety of other Goods of Scotch Fancy Wood Work.

Their present Stock, to which they are constantly adding new patterns, consists of some thousand dozens of Snuff Boxes, Cigar Cases and Magazines, Tea Caddies, Ladies' Work Boxes, Needle Cases, Toothpick, Lancet, Card, Spectacle, and Razor Cases, Memorandum Tablets, Needle Books, &c., all of the finest workmanship, and in the newest style.

Manufacturers of the ROYAL INIMITABLE RAZOR STROPS, well known for their excellent quality, and unequalled for their neatness and elegance of finish.

Manufactory, Mauchline, Ayrshire, Scotland.
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MANUFACTURER

OF

PATENT AND IMPROVED MANGLES,

Invalids', Bath & Merlin Chairs,

CHILDREN'S CARRIAGES, &C.

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J. R. & I. SHERWOOD,

Plated Ware Manufacturers,

Dinner Tea, and Coffee Services, in elegant variety; Candlesticks and Branches; Snuffer Trays; Liquor, Cruet, and Soy Stands, &c.

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W. COLEMAN,

SOLE INVENTOR AND MAKER OF THE

AUTOMATIC & IMPROVED

ARTIFICIAL LEGS, &c.

For Riding Walking and Defects in general,

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Having been engaged for a period of 16 years in the Manufacture of ARTIFICIAL LEGS, &c., and succeeded in adapting them in difficult cases where other Makers have entirely failed, offers his services in full confidence that Legs, &c, of his construction will be found to surpass those produced by any other Maker in their use, workmanship, lightness, durability, and facility of action, which latter is unattended with any trouble They can be made to suit any climate, and form, when completed, to those who have by accident, or otherwise, been deprived of a Limb, the best substitutes that can possibly be conceived.

References can be given to numerous respectable individuals who are now deriving comfort from the use of them, who have previously patronized other Makers, but failed in obtaining it.

MALIN AND SONS,

Manufacturers of

GOLD AND GILT JEWELLERY,

STEEL TOYS, PATENT SHOE LACKETS,

Pocket Books, Dressing Cases, Writing Desks, and Work Boxes,

IN EVERY VARIETY.

16, LITTLE CHARLES STREET, BIRMINGHAM.

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(Late Radenhurst and Stubbs)

MANUFACTURER OF WHIPS,

OF EVERY DESCRIPTION,

FOR HOME AND EXPORTATION,

No. 13, JAMAICA ROW, SMITHFIELD, BIRMINGHAM.

At the above Establishment, a well-selected Stock is kept of all the running sorts, independent of a very extensive and choice assortment of patterns, where Merchants visiting may select any quantity, which can be got up in any reasonable time.

THOMAS CLARK & Co.

JEWELLERS, SILVERSMITHS,

AND

Gilt and Steel Toy Makers,

AGENTS

FOR THE SALE OF SCOTCH SNUFF BOXES, &c. &c.

58, LIONEL STREET, BIRMINGHAM.

☞ An extensive and well-assorted Stock always ready for Inspection.

ROBERT BEST,

No. 10, LUDGATE HILL, BIRMINGHAM,

Manufacturer of

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ERRATUM.

Page 88, *Nottingham Mercury*—for Published at Twelve o'clock, read *Seven* o'clock, to which time it has been altered.

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